NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Microcopy No. 425

PASSENGER LISTS OF VESSELS ARRIVING AT PHILADELPHIA 1800 - 1882

Roll 4

September 1-December 31, 1802 (Lists 174-278)

THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION

Washington: 1963

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NAME OF VESSEL: BRIG UNITY

PORT OF EMBARKATION: ST. ANDREWS

DATE OF ARRIVAL: SEPTEMBER 1, 1802

NUMBER: 174

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

No. 1. *Form of a Report and Manifest for a* **Ship or Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* **Brig Unity** — *whereof* **Joseph Wescott** *is Master, which Cargo was taken on board at* **St. Andrews** *burthen* **89** *tons, built at* **Boston** *in the State of* **Massachusetts** *and owned by* **Mark Hatch** *Merchant at* **Boston** *as per Register granted at* **Boston** *the* **12** *day of* **March** *and bound for* **Philadelphia**

MARKS.	Number of Packages.	PACKAGES & CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or Order.	Place of Consignee's Residence.	Place of Destination.
		One hundred & eighty hhds plaister paris	Mark Snow	William Snow	Philadelphia	Philadelphia
		Twenty tierces gypsum	Joseph Wescott	Joseph Wescott		
		Passengers William Snow family two boards & Boxing Seven Mules.				
		No Jews		Sept 6 1802		
					Seen the Manifest	

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.* *The tools or implements of a mechanic or trader, and the Vessel and Cabin Stores, must also be inserted in the manifest.* *The names of all passengers, distinguishing Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanic or trader, and the Vessel and Cabin Stores, must also be inserted in the manifest.*

District of Philadelphia

I Joseph Wescott Master

of the Brig Windy

St. Andrews

Burthen Thirty Tons

Bound on a Voyage to the Island of Curaçao

and the Spanish Main

~~particulars specified and declared in the Manifest or Report annexed~~ and that the Clearance and other Papers delivered to me by the Collector, are all that have come to my hands or knowledge belonging to the said Vessel and her Cargo; that the several Articles specified in the said manifest, as the sea stores for the said Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and not some of them been brought on board to be sold, barter'd or Merchandized or for sale or for any other purpose than above mentioned, and are now on board for the Consumption of the said Officers and Crew. I further that if I shall have occasion during the present voyage to take on board a greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than is contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port of Philadelphia, and that the that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further that as soon as the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and shall be certified or endorsed thereon, that the same has been delivered to me or my agent, I will deliver the said Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 6 day of Sept.r 1805.

Before me Isaac Graff Collector

Joseph Wescott

NAME OF VESSEL: SCHOONER SUPERIOR

PORT OF EMBARKATION: PORT REPUBLICAN

DATE OF ARRIVAL: SEPTEMBER 4, 1802

NUMBER: 174A

Form of a Report and Manifest for a Ship or V

Report and Manifest of the Cargo laden on board of the

on board at [illegible] burthen [illegible] tons, built at [illegible]

Merchant at [illegible] as per Register granted at

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.
		[illegible] Sixty
[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
		[illegible]
		[illegible]
		[illegible]
		One [illegible] C.
		[illegible]
		[illegible] — [illegible] Baggage
		[illegible]

[illegible]

J. [illegible]

Note. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

District of Philadelphia.

I do solemnly sincerely and truly that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contain to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Manifest of such Cargo, Certificate or Endorsement has been delivered to me on

SO HE

day of 18

COLLECTOR.

6 September 1807
clearified,

00175

Brig Favourite
Adam Lewis

from Trinidad

Reg.d Philadelphia
10 4 76/95

Printed for Wm Young, No. 52 South Second Street, Philadelphia.

FORM of a *REPORT* and *MANIFEST* for a **Ship** or **Vessel** of the *UNITED STATES*, from a *FOREIGN PORT*.

Report and Manifest of the Cargo laden on board of the Brig Friends *whereof* Adam Davis *is Master, which Cargo was taken on board at the Island of* Trinidad *Burthen* 144 7/95 *Tons, built at* Falmouth *in the State of* Massachusetts *and owned by* Stephen Duties *Merchant at* Philadelphia *as per register granted at* Philadelphia *the* 27th *Day* May *1802 and bound for* Philadelphia —

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Ports of destination.
SD	No 89	Eighty Nine Hhds. of Brown Sugar	Dan'l Hall & Co	Stephen Duties	Philadelphia	Philad.a
"	No 11	Four Tierces do do do				
W	No 23	Twenty three Hhds. do do	John Warrington	John Warrington	do	do
"	No 11	Four Barrels do do				
AD		Six Small Bags of Gum Rainish	do	do	do	do
		One Barrel Brown Sugar	Adam Davis	Adam Davis	do	do
		One Barrel Limes	do	do	do	do
		One hundred Oranges	do	do	do	do
		Passengers Baggage				
		One Trunk Wearing Apparel	John Warrington			
		One portable Writing Desk				
		Twelve Flour				
		One Barrel Leaks				
		Three Barrels Lead				

no alien Passengers
no impressment
letters delivd to Quarantine Master

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels from* FOREIGN PORTS.

I Adam Davis do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Brig Friends at the time of her sailing from the Port of Trinidad or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Passengers Baggage master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Trinidad ~~except such as are now particularly specified and declared in the Abstract~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Brig for the use of the Officers, Crew and Passengers there of, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Adam Davis

Sworn before me, this 15th day of September 1802

Jonathan D. [illegible] COLLECTOR.

[redacted]

NAME OF VESSEL: SCHOONER MARY

PORT OF EMBARKATION: ISLE OF PRINCES (COAST OF AFRICA) AND ST. THOMAS

DATE OF ARRIVAL: SEPTEMBER 6, 1802

NUMBER: 176

[redacted]

5

[PRINTED BY JOHN BIORN, No. 88, CHESNUT STREET, FOR SAMUEL B[illegible]OKER, No. 1[illegible], SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** [illegible] **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schooner Thos P. Shaw, whereof Christopher Franklin is Master, which Cargo was taken on board at the island of Pemaquid, burthen 89 tons, built at North River in the State of South Carolina and owned by Thomas Mifflin & Son Merchants at Philadelphia as per Register granted at Philadelphia the 18 day of Dec. 1800 and bound for Philad.*

MARKS	Number	PACKAGES & CONTENTS	Consigned or Sent to Order	Place of Consignee's Residence	PORTS of DESTINATION

[redacted]

NO. 177 NOT USED

[redacted]

[redacted]

NAME OF VESSEL: **SHIP PENNSYLVANIA**

PORT OF EMBARKATION: **HAMBURG**

DATE OF ARRIVAL: **SEPTEMBER 8, 1802**

NUMBER: **178**

[redacted]

[PRINTED BY JOHN BIORN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Pennsylvania whereof Peter Yorke is Master, which Cargo was taken on board at Hamburgh burthen 287 tons, built at Philadelphia in the State of Pennsylvania and owned by Gurney & Smith, and others Merchants at Philad.a as per Register granted at Philad.a the day of and bound for

Passengers Baggage Viz

L A Mechelin	One Trunk and Bed	Cabin Passengers
Peter Burger	One do and One Bed	
Mr Lebey	One do and Bedding	
Charles Miller	One do and do	
John Miller	One do Bedding	
Henry Dornhan	one Baggage	
Burman Mechelin Loore	do	Steerage Passengers
Joseph de Manguin	One Trunk Bedding	
Peter Van Melly	One Chest & bedding	
Philip Blume	one Baggage	
Lewis Smith	One Chest & Loose Baggage	
John Perner	one Baggage	

R W Yorke

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and P[illegible] thereof, and have none of them been brought and are not intended, by way of Merchandise, or f[illegible] other purpose than above mentioned, and are intended to remain on board for the Consumption [illegible] and Crew. I further [illegible] that if I shall, hereafter discover or know of any other or gre[illegible] Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and [illegible] subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

Collector's Office, this [illegible] day of [illegible]

[illegible] Before me, [illegible] Collector.

Peter Gontke

NAME OF VESSEL: SHIP THOMAS CHALKLEY

PORT OF EMBARKATION: LIVERPOOL

DATE OF ARRIVAL: SEPTEMBER 11, 1802

NUMBER: 179

Report and Manifest of the Cargo of the Ship Norman Chandler of Newcastle
William Martin which Cargo was taken on board at Newcastle
Burthen 155 Tons built at Providence in the State of Rhode
Island and owned by Moore Wharton Merchants at Nic
and Register granted at Nic. the 5th day of April 1800 bound
for Nic.

Offer Report on the Ship Thomas Chalkley
By Mr Philip Allins

1 one Box Directed Messrs Wister & Honeymaker
2 one Box Directed Daniel C. Dillingham
3 one Case Directed To Charles Ford Cabinet Maker Browns
4 Hills Red Stone Settlement North America
5 Do. Two Sim Chairs — for Philip Allins
6 one Tea Kettle — for Philip Allins

Philip Allins

District of Philadelphia.

I [illegible] do solemnly sincerely and truly [illegible] that the [illegible] Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are more particularly specified and declared in the Manifest or Report herein~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel, and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or Endorsement has been delivered to me on [illegible] Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 18[illegible]

[illegible] before me [illegible] COLLECTOR.

13th September 1842

Manifest

of the

Ship Margaretta

Reuben Gardner

from Bordeaux

Registered Philadelphia

223 54/95 tons

6

and Inspected

6 passengers

4-11-42

[PRINTED BY JOHN BIORN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Marguerite whereof Rowland Gardner is Master, which Cargo was taken on board at Bordeaux burthen 223 $\frac{69}{95}$ tons, built at Portland in the State of Massachusetts and owned by Freeman Parker Richard Parker & Jno Parker Merchant at Philadelphia as per Register granted at Philadelphia the 20th day of Sept 1801 and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
B W G R		1 one Cask White Wine	consigned by Bill of Lading to Carpenter Upham Med & Jonathan Scott	Winter		Bill of Lading indorsed
R W B		1 one Cask Red Wine				
R W R		1 one Cask White Wine	Delgras	Richard Winter	Phila	Philadelphia
J L J		1 one Cask Red Wine				
		1 one Box Cordials, mulberry	J. Le Jeune	Louis Clapier	do	do
		Cabin Passengers				
		1 Daniel Stubing	one Chest one trunk one Liquor Case bed & bedding			No Steerage Passengers
		1 Thomas Smith	two trunks bed & bedding			No imprisonment letter also post Office
		Steerage Passengers				
		James Brown				
		James Andrew				
		Richard Cope				
		Thomas Tracy				
			Stores Rum Spirits Bread one do bag		Rowland Gardner	
			1 one Cask one do Wine			

NOTE. If any particles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I *Nicholas Quinonez* do solemnly, sincerely and truly *swear* that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the *Ship Margaret* at the time of her sailing from the Port of *Bordeaux* or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been *during the voyage* master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said *Ship* since her departure from the said Port of *Bordeaux* ~~[illegible]~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further *swear* that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said *Ship* for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further *swear* that if I shall hereafter discover or have of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise *swear* that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further *swear* that *an* Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that *a* Certificate or endorsement has been delivered to me on my manifest of said Cargo.

TO HELP MY CODY

COLLECTORS OFFICE, the *13th* day of *Sept.* 1802

Nicholas Quinonez

Before me *Nathaniel Gardner* Collector

Nathl Gardner

NAME OF VESSEL: BARK PACKET

PORT OF EMBARKATION: BRISTOL

DATE OF ARRIVAL: SEPTEMBER 13, 1802

NUMBER: 181

[PRINTED BY JOHN BIORKEN, No. 88, CHESNUT STREET, FOR SAMUEL EXERT, SHIP-BROKER, No. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Brigantine Packet whereof Joseph Sawyer is Master, which Cargo was taken on board at Bristol burthen 161 95/95 tons, built at Falmouth in the State of Massachusetts and owned by John Hobart & Daniel Kent Merchants at Portland as per Register granted at Portland the day of and bound for Philadelphia

		Cabin Passengers				
		✓ James Phelges	No Trunks, Bed & Bedding two Bundles	one Walking Stick		No information
		✓ Edward Smith	one Bed one Chest			letters delivered
		✓ William Hall	one Bed ~~[illegible]~~ three Trunks			
		Steerage Passengers				
		Samuel Sisson	one Chest & Bed & one Travelling Piece			
		Elizabeth Sisson	one Bed			
		✓ Wm Allen	one Chest one Travelling Piece &		Joseph Sawyer	
		✓ Wm Brindle	one Trunk & Bed			
			No Stores			

District of Philadelphia

[illegible]

[illegible] Voyage [illegible]

[illegible] Voyage [illegible]

[illegible] Voyage [illegible]

[illegible] and Clearance and the Papers [illegible] Cargo of the said Voyage [illegible] that the several Articles specified in said manifest, as the same specified [illegible] are bona fide put on board the said Vessel [illegible] Officers, Crew and Passengers thereof, and have none of them been brought and are [illegible] for sale or barter [illegible] purpose [illegible] and are [illegible] of the said Officers and Crew [illegible] of Great Britain and Ireland [illegible] of any nature or kind whatever [illegible] Report and manifest [illegible] I will immediately [illegible] Collector of the Port [illegible] Philadelphia [illegible] likewise [illegible] said matter [illegible] said Report and manifest [illegible] and [illegible] Office of the [illegible] appointed for an inspection of the [illegible] of the Cargo on board the said Vessel and the [illegible] Certificate of such payment has been delivered to me on the manifest of said Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE [illegible] day of [illegible] 1802

[illegible] Before me [illegible]

Philadelphia Oct 9th 1802

I do hereby certify that there
Was Buttone Box of Mr Summers Marked
IVS Delivered from onboard the Barque
Packet

[illegible] Inspector

90 A

13 September 1812

Cleared

Schr Adventure

William Chandler,

from Port Republican

Reg. Tonnage

120 20/95

Ret. Clear for Cape Fancy

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Schooner Adventure whereof William Cranston is Master, which Cargo was taken on board at Port au Prince burthen 118 ⅝ tons, built at in the State of Virginia and owned by Vanuxem & Clark Merchants at Philadelphia as per Register granted at Philadelphia the day of and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
S		Twenty three Barrels Coffee	Gubian & Frere	Vanuxem & Clark	Philadelphia	Philadelphia
		one Bag Coffee				
JJ		Seventeen Barrels Coffee				
		one Bag do				
V&C		nine Hogsheads Sugar				
		Twenty one Hogsheads Molasses				
		Seven thousand three hundred & Seventy five Pounds Logwood				
		a Box containing one hundred & fifty Oranges				
		Cabin Passenger James Rafelle & Two Servants				one Cabin Passenger no impressment Letter Delivered to the quarantine Master
		Stores Two Barrels Pork				
		Six do Bread				
		Six pounds Coffee				

Philadelphia Sept 23d 1802

William Cranston

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Pd Sept 23 1802

14 September 1812

Attested

00182

Jno William
Harding Quartrell

Jun Capt Francis
of Tucker Volunt-
Regt Militia

145 23

12 Day of Sept. 1812 Joseph Grisper

[PRINTED BY JOHN SIDEREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 122, NORTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Snow William whereof Charles Quanavill is Master, which Cargo was taken on board at Cape Francois (Island St Domingo) burthen 178 29/95 tons, built at Dighton in the State of Massachusetts and owned by John Skinnietz junior Merchant at Philadelphia as per Register granted at Philadelphia the 21st day of June 1798. and bound for [redacted] Philadelphia*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
IS	1 to 59	fifty Nine Bills Coffee	Charles Quanavill	John Skinnietz	Philadelphia	Philadelphia
△ IS	2	Two Bills Coffee				
Joseph	1	One Bill Sugar				
IQ	1	One Bill Sugar				
	1 to 12	twelve Quarter Casks Jamaica wine				
		6636 Bushels of Salt				
RH	7	One Hhd Sugar				
		13 & ½ Bills Limes		Simeon Dillingham		
Cabin Passengers		John Lucing				
		Simion Schaiperter				
[redacted]	Baggage	Benois Pourraud Boy		Ship Stores	Part of one Bag Coffee	
		two Children			2 Bill Bread	
and	Stores	1 Bill Bread				
		1 do Casado Bread				
		1 do Ginger Root				
		Eight Trunks with Bedding				

Charles Quanavill Sept 19. 1802

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Newcastle at Mill.

I Joseph Sharpe Testify that the within Manifest was this Day Produced to me as the original Manifest of the Cargo on Board the Snow William of Philadel: whereof Charles Quandrill is Master Late from the Port of Cape Francois W.I. & Bound to the same which I there Examined & find them to agree in witness Whereof I have Hereunto Signed my name this 12th Day of Sept: 1802 Joseph Sharpe

William Sellers & Company
Shipping
No 189
William Quandrill
Charles Quandrill
Cargo Cape Francois
Ship Snow William
Master Philad.
Entered 23

An Account of the Cargoe on board the Snow William Charles Quandrill Master from Cape Francois & Turks Island and Bound to Philada

Sworn to & Signed this 13th day of Sept: 1802

Thos Eager

Charles Quandrill

NAME OF VESSEL: BRIG JANE

PORT OF EMBARKATION: GUADELOUPE

DATE OF ARRIVAL: SEPTEMBER 16, 1802

NUMBER: 183A

6

Philadelphia: Printed by T. & W. Bradford, for Robert Hardwick, Ship and Commission Broker, & Consignee.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel, from a Foreign Port.

Report and Manifest of the Cargo laden on board the Brig Lure whereof Benjamin Taylor is Master, burthen 114 Tons, built at Philadelphia bound to Philadelphia which Cargo was taken on board at Tortola

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
SR	1 to 196	One hundred & ninety six Hhds Brown Sugar	J. Alexander	Knox & Kearny	Philad.a	Philad.a
	197 to 134	Eight Hhds bleyed sugar	"	"	"	"
	1 to 3	Three tierces Molasses	"	"	"	"
	1 to 37	Thirty seven bbls do	"	"	"	"
	1 to 6	Six Bales Cotton	"	"	"	"
BT	1 to 27	Twenty seven Hhds Brown Sugar	J. B. Taylor	John Tucker	"	"
		Return Cargo				
		Thirty seven Barrels Soap Handles	J. W. Tucker	do do		
		Passengers Baggage				
		Three Trunks, Five bags, Bed & Bedding	Cabin	Passengers Names		no consignment
		a Hamper & bundle	Mrs La Rue	Mr Lebrun		Letter delivered to Quarantine Master
		One Trunk one box Bed & Bedding	Mr Lebrun	Mrs La Rue		
		Two Stoves		Henrietta La Rue		
		One Chest		Mark La Rue		
		Two Hhds Bread		Ramon & Louis } Servants		
		50 Bags				
		19 Bags Coffee				

Benjamin Taylor

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed specifically by whom shipped outward and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their Baggage or the Tools or Implements of a Mechanical Trade; and the Vessel and Cabin Stores must also be inserted in the Manifest.

District of Philadelphia.

I, Banks Taylor do solemnly sincerely and truly, Swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Sea at the time of her sailing from the Port of Lancaster or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig Sea since her departure from the said Port of Lancaster except such as are now particularly specified and declared in the Abstract or Account herewith; and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel. And I do further Swear that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further Swear that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia: And I do likewise Swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Certificate or Endorsement has been delivered to me on Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 16 day of Sept. 1801

before me Jonathan Jones, COLLECTOR.

Banks Taylor

17 September 1802

Allenbagh

Mary Stanley 184

John Watt

from St. John

Dublin

Sept 29 Claim for St. John

[PRINTED BY JOHN BIORES, No. 88 CHERRY STREET, FOR SAMUEL EMLEN, SHIP-BROKER, No. 129, SOUTH FRONT STREET, PHILADELPHIA.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Brig Mary whereof John Watts is Master, burthen 157 8/94 tons, built at New Brunswick bound to Philadelphia which Cargo was taken on board at St. Johns

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Six hundred & twenty logs Plaister of Paris	David Caspila	John James	Philad.a	Philad.a
		Six hundred & thirty smoked salmon	do	do	do	do
		Two barrels & half of Shad	do	do	do	do
		Cabin Passengers Mrs. Healey (Children) & Mrs Clement	two	Children in Small Bed & Bedding		no alien passengers letters delivered post office
		Stores			John Watts	

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I John Wall do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Nancy at the time of her sailing from the Port of St. Johns — or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig ——— since her departure from the said Port of St. Johns — ~~except such as are not particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig ——— for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that an ——— Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a ——— Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 17th day of Sept. 1802

Sworn Before me John Geddes Collector

John Wall

2 8 September 1802
Clearfast,

NMAC 185

Yours Sincerely
Thomas Wright

From Jamaica

Rec^d Philad^a
60 81
95

(1)

Wright
Thos
4-15 to
Broad Street

[PRINTED BY JOHN ZIOLEN, No. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Sloop Sincerity whereof Thomas Wiglie is Master, which Cargo was taken on board at Jamaica burthen 60 9/95 tons, built at in the State of Virginia and owned by Samuel Rhoads Merchant at Philadelphia as per Register granted at Philadelphia the day of and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Eight Barrels Limes	Thos Wiglie	Samuel Delleig & Stuart McDermott	Philadelphia	Philadelphia
		Sand Ballast				
	Cabin	Passenger				
		Sammy Wood one Trunk one Portmanteau, Bed & Bedding				no impressment letter delivd to the Quarantine Master
				Philadelphia Octo 2d 1802		
		No. Stores		Thomas Wiglie		

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

22 September 1812
Manifest, 186

Ship Eliza & Sarah
District of Philadelphia
Jacob Hall

do solemnly sincerely and truly
with my name and not by mark, that the
lusions to the best of my knowledge and belief
s, and Merchandise including Specie of every
on board the
and that the Packages of the said Goods are as pa
g, signed for the same by me or with my know
Master of
or any Goods, Wares or Merchandise, have be
ever whatever removed from on board the said
from the said Port of
d and declared in the Abstract or Account herewi
provided, and by me to the Collector, are all that
to the Cargo of the said Vessel; and I do farth
specified in the said Manifest, as the Sea Stores
were bona fide put on board the said
ers, Crew and Passengers thereof, and have no
d, by way of Merchandise, or for sale or for
nd are intended to remain on board for the Cons
further that if I shall, hereafter discov
of Goods, Wares and Merchandise of any nat
in the Report and Manifest subscribed and now d
out delay, make due report thereof, to the Collector
I do likewise that all matters what
essed, are to the best of my knowledge and belief
at Officer of the Customs has
the Cargo on board the said Vessel, and that
rsement has been delivered to me on Ma

SO

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Brig Eliza & Sarah whereof Gideon Hall is Master, which Cargo was taken on board at Tortola & St Johns burthen 104 80/95 tons, built at Philadelphia in the State of Pennsylvania and owned by George Ogden & Isaac Hemmington Merchant at Philadelphia as per Register granted at Philadelphia the 7th day of July 1801 and bound for Philadelphia

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
P	1 2 76	Seventy Six Puncheon Rum	Jos. Otley	Joseph Sims	Philadelphia	Philadelphia
"	1 2 25	Twenty five Hogsd Sugar	do	do	do	do
"	1 2 10	Ten Barrells Sugar	do	do	do	do
"	1 2 223	Five hundred and twenty three Barrels Salt	do	do	do	do
H	1	One Puncheon Rum	Wigley	do	do	do
HR	1	One Puncheon Rum	Wm Wallace	Wm Wallace & Co	do	do
ED	1	One Puncheon Rum	Gideon Hall	Edward Duffield	do	do

Cabin Passenger with their Wearing Apparel & Baggage

James McBrian & Trunks & two Boxes Baggage & Bedding Marked J.N. One Servant Girl

Samuel Rink 1 Trunk & Bedding

Robert Marlow 2 Trunks Baggage and Bedding

Cabin Stores

Sept. 18. 1802

Gideon Hall

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

22 September 1862
Manifest 186

Sue Eliza Farah

~~District of Philadelphia.~~
Green Hall

I do solemnly sincerely and truly that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief a just and true Account of all the Goods, Wares, and Merchandise including Packages of every kind and nature whatsoever, which were on board the on the time of her sailing from the Port of or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said except such as are now since her departure from the said Port of particularly specified and declared in the Report or Account herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Certificate or Endorsement has been delivered to me on Manifest of such Cargo.

SO HELP ME GOD.

Geo. Forsta of Phila
Reg. Phila
Master

COLLECTORS OFFICE, this day of 18

before me COLLECTOR.

Manifest
Sue Eliza Middle

22 September 1812
Manifest, 186
00188

Brig Eliza & Sarah

District of Philadelphia.

Gideon Hall

I do solemnly, sincerely and truly [swear] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Reg^d Philad^a at the time of her sailing from the Port of from Tortola [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me or with my knowledge: That I am at present, and have been 104 50 Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of except such as are now particularly specified and declared in the Abstract or Account herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Certificate or Endorsement has been delivered to me on Manifest of such Cargo.

Duplicate

SO HELP ME GOD.

COLLECTORS OFFICE, this day of 18

before me

COLLECTOR.

Manifest

New the Middle At? P.M.

I Joseph Swager certify that the within Manifest was this Day Produced to me as the original Manifest of the Cargo on board the Brig Eliza & Sarah of Philad^a, whereof Gideon Hall is Master last from the Port of St Johns with a Copy of the same which I have examined & find them to agree. In witness whereof I have hereunto Signed my name this 12th Day of Septr 1812.

Joseph Swager

An Account of the Cargo on board the Brig Eliza & Sarah Gideon Hall Master from Tortola & bound to Philada

Sworn to & Signed this 22 Sept 1812

Thos. Eggers

Gideon Hall

22 September 1802

[illegible]

[illegible] 187

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Regt

[illegible] by Col. Hislop

113th [illegible]

[illegible] 23 [illegible] for Jamaica

6

Printed for Wm Young, No. 41 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the _____ *whereof* _____ *is Master, which Cargo was taken on board at* _____ *Burthen* _____ *Tons, built at* _____ *in the State of* _____ *and owned by* _____ *Merchant at* _____ *as per register granted at* _____ *the* _____ *and bound for* _____

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Ports of destination.
To Bond or Free [illegible]						
C B						
B & D						
W M						
[illegible]						
N L						
		Cabin Passengers Thomas [illegible] Steerage Passengers [illegible]				no infringement of the act of 2d March 1803

Note. *If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels from* FOREIGN PORTS.

I _____ do solemnly, sincerely and truly _____ that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the _____ at the time of her sailing from the Port of _____ or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been _____ master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said _____ since her departure from the said Port of _____ except such as are now particularly specified and declared in the Abstract or Account herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further _____ that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said _____ for the use of the Officers, Crew and Passengers there f, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further _____ that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in th Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise _____ that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further _____ that _____ Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that _____ Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Sworn before me, this _____ day of _____ 18[illegible]

_____ COLLECTOR.

22 Schlachtes Ochsenfleischpreise

188

Bei Jager,

Henry Palmer,

Wm Gill,

not flog

[illegible]

[illegible] 1870

Card [illegible]
[illegible]
7/12/94

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, unto a see letter, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Brig Jason whereof Henry Palmer is Master, which Cargo was taken on board at St Croix burthen 167 9/95 tons, built at see letter in the State of and owned by Richd W. Wilcocks Merchant at Philad.a as per ~~Register~~ granted at Philad.a the day of and bound for Philad.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
W	1 to 39	Thirty nine Hhds Sugar				
"	1 to 1	Three tierces do				
"	1 to 42	Ninety two Barrels do	Richd W Wilcocks	C.o Richd W Wilcocks Jun.r	Philad.a	Philad.a
"	1 to 50	Fifty Hhds Rum				
RHW	1	One Box Snuff				
C F	1 to 25	Twenty five Hhds Sugar	Th.s Farrell	do		
H DW	1 to 12	Twelve Hhds Sugar	Jos Durantt	do		
RV	1 to 20	Twenty Hhds Rum	Chs Radgers	do		
	1 to 15	Fifteen do Sugar				
RV G	16 to 35	Twenty do do	do	do	do	
H	1 to 10	Twenty Boxes Soap American Manufacture	James Hughes	James Hughes	do	
		Passenger John Farmer	One trunk			no imprisonment letter delivd to the Examining master
		No Stores				

Henry Palmer

NOTE. If any details of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

23 September 1802

Manifest

nn189 189

Bua Peter Catharina

y Quedena

from Mexico Cadiz

Tuiga Trunk

PRINTED BY JOHN SIMES, NO. 88 CHESNUT STREET, FOR SAMUEL [illegible], SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Brig Peter & Catharine whereof G. H. Luidens is Master, tons, built at bound to Philad. which Cargo was taken on board at Ostend & Cadiz

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS DESTINATION.
DBG PI	1	one Bale Silks				
	1	one Chest Cinnamon Bees				
	1	one do Linnen				
	1	one do Hanging paper				
	5	five Bales Sheet Flock				
	2	two do Flocks				
	3	three do Wrapping paper				
	52	fifty two hogsheads empty Bottles				
	12	twelve do Baskets mulcate Wine				
	1	one do Wooden Ware & Some Books				
	7	seven Chests } Glass ware	B. Hamilton	Vanuxem & Clark	Philad.	Philad.
	2	two Cases }				
	20	twenty one Cases Corks				
	48	forty eight B.d wine Vinegar				
	4	four Baskets Punches				
	3	three Cases Baskets				
	10	ten Chests Baskets Earthen Ware	T 1 butt Sherry wine			
			K.B 1 quarter cask do			
DB LC LC KB	1	One Chest Guns	K.B 1 do do		Main Passenger	
	1	one do Japan Ware				
	1	one do do		Not Seen	Bunk	
	38	thirty eight Barrs. Sherry Wine } on hand salt Salt		100 B. Butter		
	30	thirty half do do		300 B. Stock fish	Baggage	a Portmanteau
	30	thirty quarts do do		1 Cask Gin		a Saddle Bags
	12	twelve Quarts do do		400 B. Salt Beef		a some clothing Books
	10	ten half do do		200 do pork		
	10	ten quarts do do		500 Bread		
				7 hams		
				40 Bottles Wine		
Supercargo	B. Hamilton	Baggage two Trunks, One bag & Bedding				

NOTE. If any articles of the Outward Cargo are brought back, they are to be described, specifying at which port taken off, and to be consigned inward.

NOTE. The Master of a Vessel and Cargo Stores, must also be described as in a manifest.

The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a workman, must be inserted.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Peter Catharina at the time of her sailing from the Port of Cadiz or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Cadiz ~~[illegible]~~ ~~[illegible] specified and declared in the Manifest or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig Peter Catharina for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that Joseph Lewis Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 23 day of October 1802.

Sworn Before me [illegible] Collector.

24 September 1807

Manifest,

00190

Ship John & Alice

Thos Whiteside

from Liverpool

to State

200 21

Ellis Ross & Liverpool

2

[PRINTED BY JOHN BIORES, No. 88, CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 123, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship or Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship John & Alice whereof John Whitesides is Master, which Cargo was taken on board at Liverpool burthen 200 tons, built at Philadelphia in the State of Pennsylvania and owned by Jas Harris and Wm Whitesides Merchants at Philad as per Register granted at Philad the day of and bound for Philadelphia*

MARKS.	Numbers in-	NATURE OF CONTENTS.	FROM WHERE.

Passengers Baggage.

1

John Cook two Trunks

Christopher H Jones two Trunks one portmanteau and bedding

No Mitchell

After report
Lost Baggage — Jas Randle.

District of Philadelphia.

John Montgomerie do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Thos Allen at the time of her sailing from the Port of Liverpool or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Thos Allen since her departure from the said Port of Liverpool ~~[illegible]~~ ~~[illegible]~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship Thos Allen for the use of the Officers, Crew and Passengers thereof, and have none of them been brought or intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are to remain on board for the Consumption of the said Officers and Crew; I further swear that if I hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no — Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 24 day of September — 1802

Sworn — Before me John Graff Jr Collector

Jno Montgomerie

27 September 1869

Manifest No. 191

Ship Georgiana

Robert Palmer

from Sierra Leone Island

Not Reg.

owned by U. States

Tons 2/95

No Passengers

Cleared for Falmouth Collector

[PRINTED BY JOHN RIDGEWAY, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Amelia whereof Robert Palmer is Master, which Cargo was taken on board at Prince of Wales Island burthen 372 tons, built at New York in the State of New York and owned by Wm. L. Miller Merchant at Philad.a as per Register granted at the day of and bound for

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residenc.	PORTS of DESTINATION.
		Five thousand Two hundred & Twenty four pounds of Pepper of 133 lb each in Bags & in Bulk —	—			
		Eight thousand Eighty eight pounds of Tin do.do				
		Thirteen hundred Bundles of Rattans	Samuel Savage	Wm. L. Miller	Philad.a	
		One small package (of presents) Cotton pieces Muslins value Sixty dollars				
		no impressment letter for American ships at Prince Wales				
		Stores —				
		A small quantity of Sugar candy Cost $	Peter.			
		on Steerage passenger, E. Todd. One Trunk	Henry Spence		R. W. Palmer	
		Two Barrels Gunpowder, Wm. Miller				

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Robt Palmer do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise including Packages of every kind and nature whatsoever, which were on board the Ship Amelia at the time of her sailing from the Port of Prince of Wales Island or Pinang or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Amelia since her departure from the said Port of Prince of Wales Is. ~~except and as now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear — that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship Amelia for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that Jos Sawyer Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that his Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 24 day of Sept.r 1802

Jos Sawyer Before me [illegible] Collector

Robt Palmer

27 September 1862
Wednesday,

00152

Brig Tartar
Capt S. Smith

Cam safe passage

Reg° Philat°
1140 68

Rec'd Sept 1140
Passed

[PRINTED BY JOHN BIOREN, NO. 68 CHESNUT STREET, FOR SAMUEL EMLEY, SHIP-BROKER, NO. 123, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Brig Turtle whereof Joseph S Smith is Master, which Cargo was taken on board at Cape Francois burthen 140 68/95 tons, built at Norfolk in the State of Virginia and owned by Saml Baker & Cornelius Conyngs Merchant at Philadelphia as per Register granted at Philadelphia the 19th day of March 1801 and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
B		One hundred Sixty nine Casks Claret Wine	Joseph S Smith	Baker & Conyngs	Philadelphia	Philadelphia
	1 to 15	Fifteen Hogsheads Coffee (Jno McDowell Jno & B & C)	do	do		
		One Barrel Sugar	do	do		
RC		One Puncheon St Kitts Rum	Robert Crafitt	Robert Crafitt		
		Three Barrels Sugar	do	do		
SS		Three Barrels do	Samuel Swain	Samuel Swain	do	do
		Six Casks Claret Wine	James Reed	James Reed	do	do
		Nine Boxes do do				
		One Turtle	Joseph S Smith	Joseph S Smith	do	
		Four hundred Oranges (paid allow)	Robert Crafitt	Robert Crafitt		
		Cabin Passenger James Reed & Servant Tag	Three Trunks one do & three Boxes	Bed & Bedding & liquor Chest		
		Stores five Barrels Pork, half do Beef, five Barrels Bread				

Philadelphia 28th Jan 1802

Joseph S Smith Master

Given in pursuance of Letter dated to the 2nd month two months.

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

25 September 1802

Ottawa

Mr

Joh Jno Mathers

Charles Campbell

Jno Jno Pulla

Reg Judge

Sa 94

[PRINTED BY JOHN FIGRES, NO. 88 CHESNUT STREET, [illegible]

No. 1. *Form of a Report and Manifest in a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schr Jane Brothers whereof Chas Kennedy is Master, which Cargo was taken on board at St Jago de Cuba burthen 89 ⅔ tons, built at Great Egg Harbour in the State of New Jersey and owned by Mess Rose & Clark, Mr Robert Ralston Agent Merchants at Philadelphia as per Register granted at Philadelphia the twelfth day of June 1802 and bound for Philadelphia* ——

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
	1	Four hundred & eighty six Sacks Cocoa	Chas Kennedy	Chas Kennedy per pa Smith	Philadelphia	Philadelphia
	487	Four hundred & eighty Do	"	"	"	"
	14	Four Cases Sugar, one hundred & twenty four lb of Sackick	"	"	"	"
	9200	Nine thousand five hundred dollars	"	"	"	"
	1	Six bales & one package of Merchandize	"	Mr Peter Stagrem	"	"
	720	Five hundred & twenty dollars	"	"	"	"
	3	Three hundred & sixty five Do Coin	"	Chas Kennedy	"	"
	1	One piece of Segars	"	"	"	"
	15	Fifteen pieces of Strange Cattle	"	"	"	"
		Subsisting stores Stores & Passengers	"	"	"	"

Chas Kennedy

Sept 22d 1802

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Account of the Cargoes on Board
the Schooner Two Brothers Charles
Morrisdale Master from St Jago de Cuba
and bound to Philada

Sworn to this
27th Sept. 1802 }

Chas Morrisdale

Thos Eggert
Jr

[illegible]

[illegible]

[illegible]

00194 194

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[PRINTED BY JOHN SELLERS, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, — SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Sloop Sarah whereof Joshua Moody is Master, which Cargo was taken on board at St. Andrews burthen 88 7/95 tons, built at Falmouth in the State of Massachusetts and owned by Joshua Moody & others Merchants at Boston as per Register granted at Boston the day of and bound for Philad.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
	✓	One hundred ten plaister casks	J. Moody	J. Moody	Falmouth	Philad.a
		No passengers				
		No stores	Philad.a Sept.r 24th 1802			
		Crew no passengers				no crew passengers no other passengers no letters
		✓ Bills lading				
						Jo. Hen Moody

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Jerseyman Moody do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Sloop Jacob at the time of her sailing from the Port of St. Andrews or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Sloop since her departure from the said Port of St. Andrews ~~except such as are more particularly specified and declared in the Abstract or Account herewith,~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Sloop for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 24 day of April 1802

Swear Before me Jonathan Smith Collector

Jerseyman Moody

29 September 1802

Allowed 195

00125

Lib Lucretia

James Austen

Jon St Barnes

Rev Boyle Walsingham

Adj 52

Equal

etc 61-4

Letters of Administration

[PRINTED BY JOHN BIOREN, NO. 38 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schooner Lucinda whereof Lemuel Morton is Master, which Cargo was taken on board at St. Andrews burthen 115 ⅝ tons, built at Marshfield in the State of Massachusetts and owned by Nathaniel Goddard Merchant at Boston as per Register granted at Boston the 27 day of Aug. 1822 and bound for Philadelphia*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residenc.	PORTS of DESTINATION.
		Plaster Paris	Lemuel Morton	Jacob S Waln	Philadelphia	Philadelphia
		Sea Sponges				
		Sea Shoes				
						No Alien Passengers on this Vessel one Letter to Consignee
					Lemuel Morton	
		Passenger A. Parmon some Chest baggage.				

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Isaac Morton do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Sunshine, at the time of her sailing from the Port of St. Andrews or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of St. Andrews, ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 29 day of Sept 1802.

Before me Thos Jenkins Collector

Isaac Morton

30 September 1809

Manifest

001SR

Geo. Hill

Jamy Campbell

Geo. M'Thomas

Reg. Phila.

81 35

Bot. Manifestos for

1

Recorded

Geo

10 7 1809

James Campbell

James Campbell

Atlanta 28th 1862

James Campbell

Lines to pass.

Examined
Capt. 1 Bde
Judge Advocate

Judge Advocate

20 Septembre 1807

transport

00157

which Bruce

Thomas & Arnold

from Corunna

Rs. Dollars

33 72

5

Cancelled

Collector

this day of 18

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the [illegible] whereof [illegible] is Master, which Cargo was taken on board at [illegible] burthen 3[illegible] tons, built at [illegible] in the State of [illegible] and owned by [illegible] Merchant at [illegible] as per Register granted at [illegible] the [illegible] day of [illegible] and bound for

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Port of Destination.
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible] Trunks belonging to Charles Tracking and [illegible] to be sent to Charles [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible] Trunks Clothes & Bedding belonging to Capt. Benj. Rogers who [illegible] the Ship [illegible] [illegible] Cornwall	Benj. Rogers	Benj. Rogers	[illegible]	[illegible]
		[illegible] Chests Bedding belonging to the [illegible] of the [illegible]	Bernard Travis, Richard Miller, Peter Gibbs	Bernard Travis, Richard Miller, Peter Gibbs	[illegible]	[illegible]
		[illegible] Stores				[illegible] Passengers
		[illegible] Barrels Ship Bread				Merchandise
		[illegible] Cabin Passengers				[illegible]
		Benjamin Rogers				
		[illegible] Cabin Passengers				
		Bernard Travis, Richard Miller, Peter Gibbs, Nathan Rogers } Intrepid American Seamen				

Thomas [illegible]

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be entered in the Manifest.

PHILADELPHIA: Printed by T. & W. Bradford, No. 8, South Front Street.

District of Philadelphia.

I Thomas Arnold do solemnly sincerely and truly declare that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Orion — at the time of her sailing from the Port of Cowanna or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage — Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship — since her departure from the said Port of Cowanna — ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further declare that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship — for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further declare that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise declare that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further declare — that — Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that — Certificate or Endorsement has been delivered to me on — Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this — day of — 180— Thomas Arnold

before me — COLLECTOR.

[redacted]

NAME OF VESSEL:	**SHIP RICHMOND**
PORT OF EMBARKATION:	**LONDON**
DATE OF ARRIVAL:	**SEPTEMBER 30, 1802**
NUMBER:	**198**

[redacted]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship [illegible] whereof William [illegible] is Master, which Cargo was taken on board at London burthen 3[illegible] Tons, built at Philadelphia in the State of Pennsylvania and owned by [illegible] Wm. Wain Merchants at Philadelphia as per Register granted at Philadelphia the [illegible] day of Nov. 17[illegible] and bound for Philadelphia.*

Ship Stores

Seven barrels Beef & Pork
Twelve barrels of Bread
Ten ½ barrels of Pickles
Six dozen Wine
Four Cheese
One keg Butter

29th Oct 1802. William Patterson

10-0

[illegible]ct of Philadelphia.

I William Hathaway do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Richmond as the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been since my commencement as Master, the master of the said Vessel, that no Package whatever, of any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Richmond since her departure from the said Port of [illegible] ~~except such as are mentioned particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship Richmond for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of September 1802

[illegible] Before me [illegible] Collector

William Hathaway

108

NAME OF VESSEL: BRIG ROSETTA

PORT OF EMBARKATION: ANTWERP

DATE OF ARRIVAL: OCTOBER 1, 1802

NUMBER: 199

[COPY OF THIS FORM MAY BE OBTAINED FOR SIXPENCE EACH, FROM SAMUEL SMITH, SHIP-BROKER, NO. 15, NORTH FRONT-STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Rosetta — whereof Henry Geddes — is Master, which Cargo was taken on board at Antwerp — burthen 120 — tons, built at in the State of Connecticut and owned by S. Hemmett & Thom — Merchants at Philad.a — as per Register granted at Philad.a — the 27 — day of October and bound for Philad.a —*

MARKS.	Numbers.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Port of Destination.
		Thirty five tons of coals —	John Cuthbert	S. S. Hemmett & Co	Philad.a —	Philad.a
		The Consumer State Line				
		The Detroit Volume				
		Passengers				
	1	Two Trunks Bed & Bedding to Mr. John Cuthbert				
		Have expired.				

no entry passed
atten. Feb.y 5th 1821

Note. If any articles of the foregoing Cargo are liable to Duty, they must be so specified, specifying by whom shipped, marked, and to whom consigned herein.
The numbers and marks, according to the Bills of Lading, must be inserted in the manifest, opposite the respective articles and number of Packages containing their respective, or the weight or measurement of a market chest or case, and the number of those boxes, must also be entered in the manifest.

District of Philadelphia.

I, [illegible] do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board [illegible] since her departure from [illegible] ~~except such as are now particularly specified in the Abstract or [illegible] herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not landed, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or information has been delivered to me of the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, the [illegible] day of [illegible] 180[illegible]

[illegible] Collector

NAME OF VESSEL:	SHIP JOHN BULKELEY
PORT OF EMBARKATION:	ROTTERDAM
DATE OF ARRIVAL:	OCTOBER 1, 1802
NUMBER:	200

[PRINTED BY WM. SIMON, NO. 85 CHESNUT STREET, FOR SAMUEL MEEK, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship John Brothers whereof Robert Wilson — is Master, which Cargo was taken on board at Lisbon burthen 296 tons, built at Philadelphia in the State of Pennsylvania and owned by William Wilson — Merchant at Philadelphia as per Register granted at Philadelphia the 16 day of Dec 1799 and bound for Philadelphia*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Ballast				
		Passengers in the Steerage				
		Andrew Salter wife & Family				
		John Seaber wife & D—				
		Mark Shear wife & D—				
		Stores				
		1 Barrel of Beer				
		half lb of Tea				
					no consignees	
					letter to the Postmaster	
					Robert Wilson	

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] by [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except such as are now particularly specified and declared in the Abstract or Account herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an Inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

NAME OF VESSEL: SCHOONER THREE SISTERS

PORT OF EMBARKATION: LUNENBERG, N. S.

DATE OF ARRIVAL: OCTOBER 1, 1802

NUMBER: 200A

[PRINTED BY JOHN BIORN, NO. 88 CHESTNUT STREET, AND SAMUEL ENGLE, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Schooner Three Sisters whereof Henry Miller is Master, burthen 61 tons, built in a place Cape bound to Philadelphia which Cargo was taken on board at Swansboro, North Carolina

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Nine hundred thirty seven Barrels Mackerel Eighteen kegs Cod Sounds Three Barrels Blubber Oil	Isaac Buchanan & Co.	Henry Miller	Swansboro	Philad.a
		Steerage Passenger Samuel Lee	Our pair saddle Bags			
		No Slaves		Philad.a Oct.r 6. 1802 Henry Miller		

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their Baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Printed for Wm. Young, No. 32 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the [illegible] whereof [illegible] is Master, which Cargo was taken on board at [illegible] Burthen 562 [illegible] Tons, built at [illegible] in the State [illegible] and owned by [illegible] Merchants at [illegible] as per register granted at [illegible] the [illegible] 18[illegible] and bound for [illegible]

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Ports of destination.
1. (Pack		[illegible]	Donald & Magalloin	[illegible]	[illegible]	[illegible]
		[illegible]				
		[illegible]				
		[illegible] Demijohns	[illegible] Finley	[illegible] Finley	do	do
		[illegible] Cask & Glass				
		[illegible]				
		[illegible] Copper Boiler	do	[illegible] Fisher	Juno Dupont	do
J W S R		[illegible] Bale [illegible]	do	Juno de Valle	do	do
OE	1. 2	[illegible] Boxes Paper hangings (Recd)	P Finley	P Finley	do	do
		[illegible] Box China	do	do	do	do
		[illegible] Trunks [illegible] Bed & Cloth[illegible]		[illegible] Passenger		no implement
		[illegible] Trunks [illegible] Bed		[illegible] Passenger on P Finley		[illegible]

P Finley

[illegible]

2 Bundles Bread
2 do
1 Hogshead Cask [illegible]

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly declare [illegible] that the Report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been at any time taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except as are mentioned and particularly described in the Manifest hereunto annexed~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had at any time relative to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the provisions for the Crew and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers & Crew ~~and Passengers~~ thereof, and that none of them have been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof to the Collector of the Port or District of Philadelphia, and I do [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, [illegible] 2 day of [illegible] 1802

[illegible] Collector

[illegible]

NAME OF VESSEL:	SHIP BROTHERS
PORT OF EMBARKATION:	GLASGOW
DATE OF ARRIVAL:	OCTOBER 2, 1802
NUMBER:	202

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Ship Brothers whereof [illegible] is Master, which Cargo was taken on board at Port Glasgow burthen 214 tons, built at Boston in the State of Massachusetts and owned by Wm Wastell Merchant at Philadelphia as per Register granted at Philad^a the 24 day of Novem^r 18[illegible] and bound for Philad^a

MARKS.	Numbers Inclosure.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Port of Destination.
	[illegible]	[illegible] Coals	[illegible]	Wm Wastell	Philad^a	Philad^a
J.R.	[illegible]	[illegible] Merchandise	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	Thirty five boxes Tile	Ditto	Ditto	Ditto	Ditto
	31 to 41	four hundred Ditto	Ditto	Ditto	Ditto	Ditto
TW	[illegible]	Twenty eight boxes Tile	[illegible]	[illegible]	Ditto	Ditto
	[illegible]	eight Ditto Ditto	Ditto	Ditto	Ditto	Ditto
WY	1 to 24	twenty four Boxes Tile	[illegible]	Wm [illegible]	Ditto	Ditto
RS	1 to 7	five bales & six boxes Tile	[illegible]	[illegible]	Ditto	Boston
	1 to 9	five boxes Tile	[illegible]	[illegible]	Ditto	Ditto
	[illegible]	six Boxes in bale Tile	[illegible]	Wm Chandler	Ditto	Ditto
ME	1	one Box Tile	[illegible]	[illegible]	Ditto	Ditto
D&H	1 to 2	two Boxes Ditto	[illegible]	[illegible]	Ditto	Ditto
J&M	1 to 2	two boxes Ditto	[illegible]	[illegible]	Baltimore	Baltimore
		six Boxes Ditto	[illegible]	[illegible]	Philad^a	Philad^a
		three hundred Passengers Baggage	[illegible]	[illegible]	do	do
		one chest Tea	[illegible]	[illegible]	Baltimore	Baltimore
		two hundred one chest Ditto	[illegible]	[illegible]	Philad^a	Philad^a
		four chests one hundred Ditto	[illegible]	[illegible]	Ditto	Ditto
	Marks	six hundred Ditto	[illegible]	[illegible]	Ditto	Ditto
	Ditto	one chest Ditto	[illegible]	[illegible]	Ditto	Ditto
	Ditto	one chest Ditto	[illegible]	[illegible]	Ditto	Ditto
		Five hundred [illegible]	[illegible]	Ship [illegible]	Wm Wastell	[illegible]
		one Envelope to Wm Wastell Philad^a				

Note. If any Articles of the Outward Cargo be brought back, they are to be described, specifying for whom shipped outwards, and to whom consigned herein.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages contained, other than baggage, or the tools, or implements of a mechanical trade, of the Officers and Crew. Specie must also be inserted in the Manifest.

Wm Wastell

[illegible]

PHILADELPHIA: Printed by T. & W. Bradford, No. 8, South Front Street.

District of Philadelphia.

I do solemnly sincerely and truly declare that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further declare that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further declare that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise declare that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Certificate or Endorsement has been delivered to me on Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE this day of 18

before me COLLECTOR.

NAME OF VESSEL: SHIP MARIA ELIZABETH

PORT OF EMBARKATION: HAMBURG

DATE OF ARRIVAL: OCTOBER 2, 1802

NUMBER: 203

PRINTED BY JOHN BIORAN, No. 58, CHESNUT STREET, FOR SAMUEL EMLEN, SHIP-BROKER, No. 132, SOUTH FRONT STREET, PHILADELPHIA.

No. 2. *Form of a Report and Manifest for a Foreign* **Ship** *or* **Vessel** *from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board the Ship Maria Elizabeth whereof Henry Hutchison is Master, burthen tons, built at bound to Philadelphia which Cargo was taken on board at Hamburg*

List of Passengers on Board.

Mr. George Wike	from Lancaster County	Carp. & 1 Trunk & a Bed	Cabin Pass.	
" Edward Hudson	" Dublin	Do. 1 Chest, 1 Trunk, 1 Bundle & a Violin	Do	
" Ernst Beyer	" Prussia	Do. 1 Trunk 1 Bed & a Bag	Do.	
" Emanuel Ludwig	" Schleswig	Do. 2 Trunks & a Bed	Cab. Do	
" John Anthony Rennie	" Brunswick	Steerage Passage		
" Michael Ettinger	Augsburg	Cooper	Do	
" Philip Mittreiser	Hamburg	Cooper	Do	
" Christian Hauser	Magdeburg	Baker	Do	
" Johann Philipp Bonn	Do	Do	Do	
" Johann Nicolas Langbein	Coburg	Do	Do	
" Johann Henrich Werner	Wurtemberg	Do	Do	
Sivert Peterson	Copenhagen	Joiner	Do	
Anthony Peterson	Do	Boy	Do	
Antoine Poncon	Paris	Upholsterer & 1 Chest & a Bed	Do	
Wilhelm Playford	Cassel	Baker	Do	
Mrs. Mary Catharina von Gerau	of Hirkstadt	2 Chests 1 Trunk & a Bonnet	Do	
Miss Louisa Carolina von Gerau	"	Do	Do	
" Catharina von Gerau	"	Do	Do	
Mr. Rudolph Anker	" Hamburg		Do	

Mr. Friederich von Gerau	von Rheinstadt	Steerage Passage	
" George von Gerau	"	Do.	Do
" Charles von Gerau	"	Do.	Do
" Francis Gardein	of Paris	Jeweller & 1 Chest & 1 Bed & 1 Bundle	
" Neron François	"	Do.	Do
Miss Hanna Philipson	Stralsund	1 Trunk & a Bed	Do
Mr. Johann A. Schäffer	Göttingen		Do
Catharina Regina Schäffer			Do.
Catharina Elizabeth Schäffer		2 Trunks & 1 Chest	
Johann Friedrich Schäffer		Do. 1 Box & 4 Beds	
August Schäffer			Do
Catharina Regina Schäffer			
Johann Daniel Ahrens	Hanover	1 Trunk	Do
James Thompson	Philadelphia	1 Trunk & a Bundle	

Provisions on Board.

12 Barrels Beef.	3 Bags Rice
900 lb Bread.	10 Gallons Gin
4 Barrels Barley	3 lb Tea

Henry Mutchinson

District of Philadelphia.

I Henry Hutchison do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Maria Elizabeth at the time of her sailing from the Port of Hamburg or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Maria Elizabeth since her departure from the said Port of Hamburg ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship Maria Elizabeth for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear, that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear, that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that ——— Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this day of 180

Before me Collector

Henry Hutchison

NAME OF VESSEL: SHIP PRUDENCE

PORT OF EMBARKATION: LIVERPOOL

DATE OF ARRIVAL: OCTOBER 4, 1802

NUMBER: 204

[PRINTED BY JOHN BIOREN, NO. [illegible] CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a **Ship** or **Vessel** of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Prudence — whereof Robert Mundell is Master, which Cargo was taken on board at Liverpool burthen 255 tons, built at Philadelphia in the State of Pennsylvania — and owned by J. & T. Kilmuth & Co Merchants at Philadelphia as per Register granted at Philadelphia the 12th day of September 1811 and bound for Philadelphia

Ra	[illegible]	One Chest one Bed [illegible]	[illegible]	John Swain [illegible]	John Swain [illegible]			[illegible]

provisions expended -

Robert Vanmeter

[illegible] master [illegible] of the Vessel, [illegible] District of Philadelphia, [illegible]

to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~particularly specified and described in the Manifest or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without fraud, make the report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an exposition of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, the [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

[illegible] Vessel

NAME OF VESSEL:	**SHIP NEW YORK**
PORT OF EMBARKATION:	**LIVERPOOL**
DATE OF ARRIVAL:	**OCTOBER 5, 1802**
NUMBER:	**205**

Printed by Wm. Young No. 52 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the [illegible] *whereof* [illegible] *is Master, which Cargo was taken on board at* Liverpool *Burthen* [illegible] *Tons, built at* [illegible] *in the State of* [illegible] *and owned by* [illegible] *Merchant at* Philadelphia *as per register granted at* Philadelphia *the* 24th [illegible] 1801 *and bound for* Philadelphia

[illegible] (1)

Note. If any articles [illegible] O[illegible] entered outwards, or not consigned inward.

The names of all Passengers, [illegible] Passengers, with the [illegible] containing their Baggage, if the Trade, or the Owners of a [illegible] trade, and the Vessel and Cabin Stores, must also be entered in the Ma[illegible]

Form of the Oath or Affirmation to be made by Captains of Vessels from FOREIGN PORTS.

I [illegible] do solemnly, sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge. That I am at present, and have been [illegible] master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or ~~in any manner whatever removed from on board~~ the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Manifest on Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, [illegible] and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no [illegible] Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

[illegible] before me, this 5 [illegible] day of October 1802.

[illegible] COLLECTOR.

[illegible] M Seward

NAME OF VESSEL: SHIP ROEBUCK

PORT OF EMBARKATION: LIVERPOOL

DATE OF ARRIVAL: OCTOBER 5, 1802

NUMBER: 206

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest *of the Cargo laden on board of the Ship [illegible] whereof Edward [illegible] is Master, which Cargo was taken on board at Liverpool burthen 21 tons, built at Philadelphia in the State of Pennsylvania and owned by [illegible] Merchants at Philadelphia as per Register granted at Philad the 28 day of July and bound for Philadelphia*

One Gallon Spirits
Three dozen bottles Wine
Two dozen do Porter
Four hams Bacon

Passengers Baggage

Mrs Palmer, one trunk & one working desk.
Jno. Aikin One Chest & Bedding
Mr Sam: Harrison, two trunks & bedding

Cabbin Passengers
✓ Mrs Palmer
✓ Mr Jonathan Atkin
✓ Mr Saml Harrison

Baggage as in the
other side —
no inspection
letters delivd post Office
Wm Kelley

✓ S Harrison has trunks & bed
✓ Jonathan Atkin one trunk & bed

District of Philadelphia.

I [illegible] Master of the [illegible] Vessel, [illegible] Merchandise, and not delivered to me to the Collector of the District of Philadelphia [illegible] of my knowledge, belief and [illegible] the Goods, Wares and Merchandise, including Packages [illegible] of the Crew of the said Vessel, arising from the Port of [illegible] which have been taken or taken on board at any time since she left [illegible] Packages of the said Goods are [illegible] particularly [illegible] the Bills of Lading [illegible] for the same by me, or with my knowledge: That I am [illegible] said, and have [illegible] Master of the said Vessel, that no Package whatever, of any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except such as are [illegible] particularly specified and declared in the Manifest or Account hereunto, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and [illegible] likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or Endorsement has been delivered to me on [illegible] Manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S [illegible] this [illegible] day of [illegible] 18[illegible]

by me [illegible] COLLECTOR.

NAME OF VESSEL:	**BRIG MARIA**
PORT OF EMBARKATION:	**BREMEN**
DATE OF ARRIVAL:	**OCTOBER 5, 1802**
NUMBER:	**207**

PRINTED BY JOHN BIOREN, No. 88, CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. [illegible] SOUTH FRONT STREET, PHILADELPHIA.

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* Brig Maria *whereof* Lard Hordes *is Master, which Cargo was taken on board at* Bremen *burthen* 115 7/95 *tons, built at* Philadelphia *in the State of* Pennsylvania *and owned by* Thomas and Lusar *Merchant at* Philadelphia *as per Register granted at* *the* *day of* *and bound for* Philadelphia

Numbers in-

[illegible] of passengers

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

John [illegible]

[illegible]

Fried. [illegible]

[illegible]

Elizabeth [illegible]

John "

John "

Catharina "

Christina "

Jacob [illegible]

Henrich Ehlers

[illegible] Eckhard

John Walkers

[illegible]

John Henry Weigel

John Häufling

Zacharias Albrecht

Gerhard Henry Berger

Christoph Diedrich Ehler

Margaretha Zimmerman

John Henry Wolffenburg — One small Chest

Simon Samhard

Amelia "

Henrich "

Louisa "

Christ. Oppermann

Cathr. "

Conrad "

Elizabeth "

Maria "

Charles Domeke

Elizabeth "

Anna Martha "

John Christoph "

Catharina "

Henrietta "

Jacob Nuckell

Maria Cathr. "

John Fried. "

Christian "

John "

Andreas Diedrich

Wm Schau

Charles Goth

Nicolaus Helinghart

Conrad Schiffer

Elizabeth "

Louisa "

John "

Adam Riedelsberger

Henry [illegible]

John Andrew Holl

[illegible]

Anthony Schmidt

Charles Peterson

Andrew Hesler

Henry Schneider

John Danzer

John Andrew Baker

John Buck

Gottfried Sieler

[illegible] Nothnagel

Baggage: [illegible] Chest [illegible] and [illegible] Bag (Elizabeth [illegible] to Christina); One small Chest (John Henry Wolffenburg); One large Chest, One Trunk and One Bag (Simon Samhard family); One Chest and One Bag (Charles Domeke family); One large Chest (Conrad Schiffer family)

Ship Stores left on board

About 20 Gallons Corn Brandy

40 Do Vinegar

30 Cwt Ship Bread

1 Tierce Peas

1 Do B[illegible]

1 Bbl. Barley

7 Do Beef

2 Cwt Pork

30 [illegible] weight of Bread

5 Barrels of herrings

Passengers cont.

Charlotte Ehlers

George Schmidt

Anna Cathr. "

Maria "

Johanna "

Elizabeth "

Henrich Nebeling

Anna Cathr. "

Samuel "

Henrich Hayer

John Begner

Francis William Gösser

One large Case

[illegible]

Philadelphia October [illegible] 18[illegible]

[illegible]

District of Philadelphia

I [illegible] that the report and manifest subscribed herein, marked [illegible], as now delivered by me to the Collector of the District of Philadelphia, contains in the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including [illegible] whatsoever, which were on board the [illegible] Packages of the said Goods are as particularly described as in the bills of Lading [illegible] That I am at present, and have been [illegible] said Vessel, that no Package was taken off any Goods, Wares or Merchandise, have been [illegible] in any manner whatsoever removed from on board the said [illegible] from the said Port of [illegible] ~~except such as are specified and included in the Answer or Account hereunto~~, and that the Clearance and other Papers, now [illegible] to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said [illegible] that the several Articles specified in the said manifest, as the sea [illegible] the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought [illegible] intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are [illegible] on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has application for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 5 day of Octob[illegible] 180[illegible]

[illegible] Before me [illegible] Collector [illegible]

NAME OF VESSEL: SHIP JUNO

PORT OF EMBARKATION: HAMBURG

DATE OF ARRIVAL: OCTOBER 5, 1802

NUMBER: 207A

[illegible] No. [illegible] Chestnut Street, for Consul's Empty Ship-Masters, No. 120, Chestnut Street, Philadelphia.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Ship Jane whereof W. H. Walker is Master, burthen 160 tons, built at bound to Philadelphia which Cargo was taken on board at Hamburg

MARKS	Numbers for shipping.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Place of Destination.
L	14	Fourteen Chests Glass	L & J Lou[illegible]	Tilghe & Lount	Philad[a]	Philad[a]
T J	40	Forty four Chests Linen	S C Griffi[illegible]	do	do	
		Eight hundred Twenty seven Bales Linen				
		Nine thousand five hundred Sixty Ells				
B		Twelve packs Hemp				
H B		Seven do do	Lount & Co	do		
X	50	Fifty Casks Brimstone				
S L	3	Three Chests Rhubarb				
	60	Sixty Boxes Mirror Glass				
	3	Three Cases Leather	C R Sel[illegible]	Pratt & Hutching		
		do do				
			H C D [illegible]	Hanna & Hollinshead		
	10	Ten Chests Glass				

Four one hundred Weight Black Bear four hundred at Black do
Ten ounces to Bailie one pound of Fish one hundred Weight of Litter
Two ounces Bag one lea Pick Lime weight Gallons Lime Jar do Gin Jar Vinegar and Beer
One Bamer Bag one lea Pick Lime weight Gallons Lime Jar do Gin Jar Vinegar and Beer
Two Bale Jam No Tree do Plant do
Two Bale Jam No Tree do Plant do

Twelve Packages Tin Brilliants One Chest One Pot mountain One Box One Package One Bundle Bill Lading
Village do Seals On board Bedding

Norris & Sons

NOTE. [illegible]
The [illegible] of all passengers [illegible] Consuls [illegible] to the description and number of Packages containing their baggage, or other articles or implements of a mechanical nature [illegible] the Master [illegible]

Sunday —

District of Philadelphia.

I [illegible] *do solemnly, sincerely and truly* [illegible] *that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the* [illegible] *at the time of her sailing from the Port of* [illegible] *or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been* [illegible] *master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said* [illegible] *since her departure from the said Port of* [illegible] ~~*except such as are more particularly specified and declared in the Manifest or Account hereunto*~~ *and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further* [illegible] *that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said* [illegible] *for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further* [illegible] *that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise* [illegible] *that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further* [illegible] *that* [illegible] *Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that* [illegible] *Certificate or endorsement has been delivered to me on* [illegible] *manifest of such Cargo.*

SO HELP ME GOD.

COLLECTOR'S OFFICE, *this* [illegible] *day of* [illegible] 1802

[illegible] *Collector*

[redacted]

NAME OF VESSEL: SHIP MARGARET

PORT OF EMBARKATION: HULL

DATE OF ARRIVAL: OCTOBER 6, 1802

NUMBER: 208

[redacted]

A [illegible] request

Appendix

Manifest

[illegible] of the State [illegible]

[illegible] Massachusetts [illegible] Cargo [illegible]

[illegible] Regulations [illegible] New York [illegible] and bound

for Philadelphia —

[illegible] contains [illegible]
[illegible]

[illegible]

Stores —

4 Quarts Beef & Pork
4 Quarts Bread
About Three Days Water
4 Ds. Tea Chest —

[illegible]

[illegible]

District of Philadelphia

I [illegible] solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~[illegible] specified and delivered in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are really such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought: and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall hereafter discover or have of above or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

Before me [illegible] Collector

NAME OF VESSEL:	**BRIG ECHO**
PORT OF EMBARKATION:	**HAMBURG**
DATE OF ARRIVAL:	**OCTOBER 6, 1802**
NUMBER:	**209**

No. 1. Form of a Report and Manifest for a **Ship** or **Vessel** of the United States from a Foreign Port

Report and Manifest of the Ship [illegible] whereof [illegible] is master, [illegible] burthen [illegible] tons, built at [illegible] in the State of [illegible] and now belonging to [illegible] Merchants in [illegible] per the [illegible] Act, [illegible] the [illegible] day of [illegible] last from [illegible] to Philadelphia

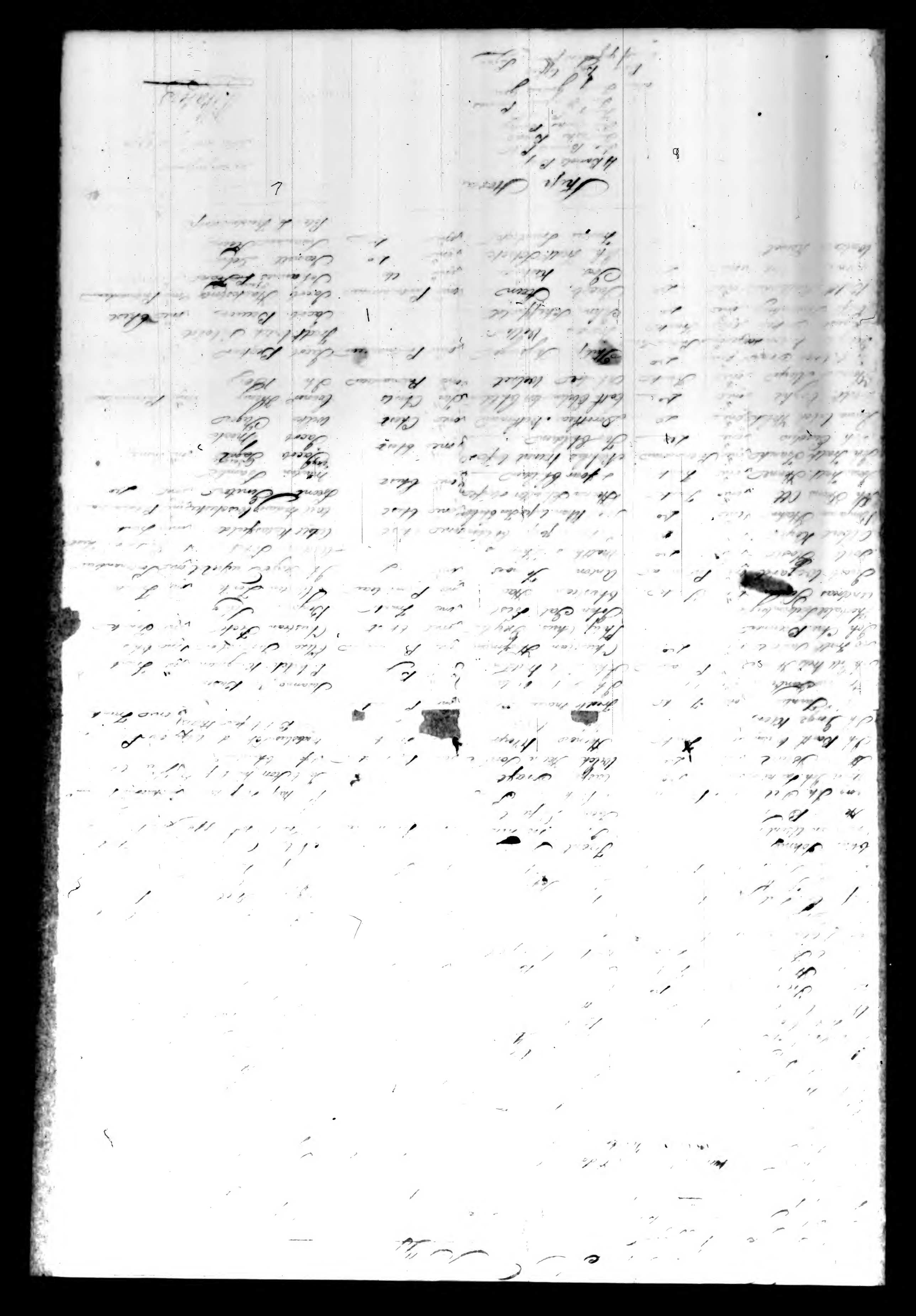
District of Philadelphia

[illegible] said Goods are as particular [illegible] of **Lading**, signed for the same by me [illegible] knowledge. That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except those as are now particularly specified and [illegible] **Abstract or Account** herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel, and I do further [illegible] That the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] or endorsement has been delivered to me on the manifest of such Cargo.

NAME OF VESSEL:	**SHIP DEVOTION**
PORT OF EMBARKATION:	**AMSTERDAM**
DATE OF ARRIVAL:	**OCTOBER 6, 1802**
NUMBER:	**210**

No. 1. Form of a Report and Manifest for a **Ship** or **Vessel** of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo taken on board of the whereof is Master, which Cargo was taken on board at burthen tons, built at in the State of and owned by Merchant at as per Register granted at the day of and bound for



District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 6 day of October 1802

Before me [illegible] Collector

[illegible]

NAME OF VESSEL: SHIP FANNY

PORT OF EMBARKATION: AMSTERDAM

DATE OF ARRIVAL: OCTOBER 6, 1802

NUMBER: 211

[PRINTED BY JOHN RIDGEWAY, NO. 88 CHESNUT STREET, FOR SAMUEL SNOWDEN, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* Ship Fanny *whereof* Chas McAlister *is Master, which Cargo was taken on board at* Amsterdam *burthen* 375 *tons, built at* Philad^a *in the State of* Penna^a *and owned by* Mr Miller & Co *and* W Miller *Merchants at* Philad^a *as per Register granted at the day of and bound for.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
14		Five Cases Glassware				
		Four pipes Lisbon				
		Four kegs Barley		Chas McAlister		
		Two pieces Ravens Duck				
		One Basket Tow				
		One Hobby Horse		Thos McAlister		
		Six kegs Barley		Chas McAlister		
		One Box containing Jews Harp				
		Two Trunks Baggage		Rob Purviance		
		Two Hundred Pounds Bread Flour				
		Four dozen Wine				manifested
		Five Gallons Gin				letter at post office
		Twenty Boxes Cocoa				
		One Bell Crane				
				Jno Mills jun		
				John Carson		
		Cases Pounds wearing apparel Bed & bedding				
		after export				
		five kegs herring — Ch Hutchins				

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detained, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.*

District of Philadelphia.

I do solemnly, sincerely and truly that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account~~ herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this day of 180

Before me Collector

[redacted]

NAME OF VESSEL: SHIP BENJAMIN

PORT OF EMBARKATION: HAVRE DE GRACE

DATE OF ARRIVAL: OCTOBER 6, 1802

NUMBER: 212

[redacted]

[PRINTED BY JOHN SIDERS, NO. 68 CHESNUT STREET, FOR SAMUEL LEWIS, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship [illegible] from [illegible] whereof Henry Dandelet is Master, which Cargo was taken on board at Three Gorges burthen 261 76/95 tons, built at Philadelphia in the State of Pennsylvania and owned by Francis Brevil Merchant at Philad^a as per Register granted at Philad^a the 7th day of May 1805 and bound for Philad^a.

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
T.N.T	1	One Case Merchandize	Cor[illegible]	Ortiz[illegible]	Philad^a	
I.V	1	One bale containing Silk	[illegible]	S. & H. Wilcocks	do	
I.C	1	One Cocoa Sweetmeat of Shiras	[illegible]	Vandewalk	Unknown	
P	9	Nine Boxes Merchandize	Repillon	Bousquet	Philad^a	
	18	Sherry Wine in Five hundred and Fifty Bottles		Chas. & Geo. Ashe & Co.	Bottles	
	3400	Three thousand four hundred Bricks	C. Hamburg Amberg	L. & P. Pichon 100	ditto	Philad^a
	1	One Cask dry Goods	[illegible]	Francis Brevil	do	
	1	One do Books				
	1	One Small Box containing Crapes				
JG	1	Box of Silk	[illegible]	Stephen Girard	do	
AHC	1	two Bales of Goods	[illegible]	[illegible]	do	
T	1	One [illegible]	[illegible]	[illegible]	[illegible]	
	1	One Box containing Glass	[illegible]	[illegible]	[illegible]	
	2	Two Boxes Clocks	[illegible] David	[illegible]		
	15	One Chest		Flamands	do	
	100	One hundred Demijohns	Capt. Dandelet	Dandelet		
	2	Two Filtering Stones				
	100	One Box Pots				

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Henry Dandelet

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now [illegible] Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this 6 day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

[illegible]

NAME OF VESSEL: SCHOONER POLLY

PORT OF EMBARKATION: JAMAICA

DATE OF ARRIVAL: OCTOBER 9, 1802

NUMBER: 213

[PRINTED BY JOHN FISHER, NO. [illegible] CHESNUT STREET, FOR SAMUEL ENGLE, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Schooner Polly whereof James Butler is Master, which Cargo was taken on board at Jamaica, burthen 35 8/95 tons, built at Falmouth in the State of Massachusetts and owned by Andrew Hadley Merchant at Philad^a as per Register granted at Philad^a the 21 day of July 1801 and bound for Philad^a.

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
IW	No 1	One puncheon Rum	Alex^r M'Carn Junr	Andrew Hadley	Philad^a	Philad^a
	2	11 Eleven Barrels Lime				
	3	One half Barrel Sweetmeats & Castor Oil				
IB	No 1	100 Barrels Oranges	James Butler	James Butler	do	do
	2	100 do Limes				
		Cabin Passenger				Merchandise
		Thos. Hopkins	Two Barrels Pork & Beans			Letters delivered post office
		Crew			Feby 9 1802	
		One Barrel Beef & Pork				
		One do Bread				

James Butler

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed, identifying by whom shipped outward, and to whom consigned inward.
The number of all passengers, distinguishing whether Cabin or Steerage passengers, with the number and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I James Butler do solemnly, sincerely and truly, declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Betsy on the time of her sailing from the Port of Philadelphia or which have been taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge: That I am at present, and have been during the whole voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Philadelphia except such as are mentioned in the report and manifest subscribed with my name, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that an Certificate of Endorsement has been delivered to the master of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this 17 day of August 1807.

Received Philadelphia, Aug. 17 1807 Collector

James Butler

...ion and number of

NAME OF VESSEL:	BRIG RUTH AND MARY
PORT OF EMBARKATION:	LISBON
DATE OF ARRIVAL:	OCTOBER 11, 1802
NUMBER:	214

[PRINTED BY JOHN FIGNER, NO. 88 CHESNUT STREET, FOR SAMUEL SMITH, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Ruth & Mary whereof Stephen Rapsil is Master, which Cargo was taken on board at Lisbon burthen 140 tons, built at Philad^a in the State of Pennsylvania and owned by Joseph Conlie Merchant at Philad^a as per Register granted at Philad^a the day of and bound for Philad^a.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
P C	1	One hundred Quintals Merges Salt fish per Pilot Brig	Joseph Conlie	Joseph Conlie	Philad^a	Philad^a
S R	2	Eight p^r Cards do	Stephen Rapsil	Stephen Rapsil	do	
	3	Shirts sea Bucket				
		Cabin passenger				
		Rich Harrison	Three trunks			
			One box			
			Two Portmanteaus			
			One chest			

NOTE. If any articles of the Outward Cargo are brought back, they are to be described, specifying by whom shipped outward, and to whom consigned inward.
The names of all Passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Passed and Cabin Stores, must also be inserted in the manifest.

Stephen Rapsil

District of Philadelphia

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel; that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are~~ particularly specified and declared in the ~~Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 11 day of Sept 180 [illegible]

Before me [illegible] Collector

[illegible]

NAME OF VESSEL:	**BRIG CONCORDIA**
PORT OF EMBARKATION:	**ST. BARTHÉLEMY (ST. BARTHOLOMEW)**
DATE OF ARRIVAL:	**OCTOBER 11, 1802**
NUMBER:	**215**

[PRINTED BY JOHN FISHER, No. 58 THE KEY STREET, FOR SAMUEL SWETT, SHIP-BROKER, No. 122, SOUTH FRONT STREET, PHILADELPHIA.]

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Brig Concord whereof John Wainwright is Master, burthen 91 tons, built at Bermudas bound to Philad.a. which Cargo was taken on board at St. Bartholomew

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		One Barrel Sugar	[illegible]	[illegible]		Philad.
		One Box	[illegible]	J. & H. Hollingsworth [illegible]		
		Six kegs Tamarinds				
		Sixteen hundred oranges	John Wainwright	John Wainwright		
		One Barrel Old Coffee	Alex.r Brown	Alex.r Brown		
		Passengers Mr. Jackson, Mr. Freeman	One hundred & Being	Thos. Colquhoun Esqr.		
		Stores Two Bbls. Beef	Stores do do			
		Two do Pork				
		Three do Bread				
		One Cask Rum				

John Wainwright

Philadelphia, [illegible]

NOTE. If any articles of the Outward Cargo are foreign goods, they are to be specified, and to whom shipped, and to whom consigned inward.
The names of all passengers, distinguishing white from Coloured, Stowage passengers, with a description and number of Packages containing their baggage, or the trade, or employment of a naturalized trader, and the Port and the State, must also be inserted in the manifest.

District of Philadelphia.

I John Vaussenaghi do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Leander at the time of her sailing from the Port of N. Barbadoes or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship since her departure from the said Port of Barbadoes, ~~except such as are particularly specified and declared in the Manifest or Account herein,~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 11 day of Oct 180[illegible]

Before me Collector

John Vaussenaghi

NAME OF VESSEL: SCHOONER SUCHEY

PORT OF EMBARKATION: HAVANA

DATE OF ARRIVAL: OCTOBER 11, 1802

NUMBER: 216

(PRINTED BY JOHN BIDDLE, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.)

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schooner Lucky whereof S. Shurtleff is Master, which Cargo was taken on board at Havana burthen 95 9/94 tons, built at Falmouth in the State of Massachusetts and owned by Seth Sweet Merchant at Philad. as per Register granted at Philad. the 14 day of July and bound for Philad.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order, the Name of Consignee.	Name of Consignee.	PORTS OF DESTINATION.
[illegible]	1 to 180	Twenty eight Boxes Brown Sugar	Simon Levy	Seth Sweet	Philad. Office	Philad.
[illegible]	1 to 81	Eighty two do do	do	John Sethel & Co. Agents		
JC	1 to 56	Fifty Barrels do do	Peter Calenzale	John Coulter		
WIS	1 to 11	Seventeen Boxes Segars, five tierces two Blueing Sieves	Thos. Gimbel	Wadsworth & Southmayd	Jacob Seltzer jun.	pier
MN	(illegible)	Three hundred Twenty Boxes Segars	Peter Marsan	Thos. Humphreys		
PG		Fifteen Boxes Segars	J. Bartel	Peter Griffin		
		Ten hundred Boxes Segars	Simon Levy	John Sethel	J. Clapier	
		Twenty barrels Tenerife Wine	do	do	J. Pierce	
		Four Boxes Segars Sweetmeats	Jno. Murdock	J. Shurtleff		
		Eight Barrels Limes	[illegible]	do		
		One thousand Oranges	do	do		
		Stores				
		2 Barrels Beef } Consigned to J. Clapier				
		2 Do. Bread }	John Murdock	J. Shurtleff	Martin Walker	
		12 lb. Sugar } One Box Segars		to Cardoso		
		15 " Coffee } 2 Cases Gin, 1 Box Segars	J. & J. Pierce			J. Shurtleff
		3 Doz. Bottles Claret } 1 do. Madeira Wine				

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I, [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of Havana or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 11 day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

NAME OF VESSEL: BRIG CHRISTIANA AND ANDREW

PORT OF EMBARKATION: TENERIFE

DATE OF ARRIVAL: OCTOBER 11, 1802

NUMBER: 217

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States from a Foreign Port.

Report and **Manifest** of the Cargo taken on board of the [illegible] whereof [illegible] is Master, [illegible] Burthen [illegible] tons; built at [illegible] in the State of [illegible] and owned by [illegible] on board at [illegible] as per Register granted at [illegible] the 11 day of [illegible] and bound for [illegible]

MARKS.	Number inclusive.	PACKAGES AND CONTENTS.	WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PLACES OF DESTINATION.
J Y		[illegible]	[illegible]	George [illegible]	[illegible]	[illegible]
S W		[illegible]	[illegible]	Saml Wood	"	
		[illegible]	"	"	"	
		[illegible] paper " only for use of this family	[illegible]	"		
		[illegible] half pipe " for use of Capt. P. Kelly				
Vertue		Two pipes two half pipes Port [illegible]	Robt & Jno [illegible]	Robt & Jno [illegible]		
P L		[illegible] half pipe Cash Madeira "	[illegible]	[illegible]		
I B		[illegible] pipe Madeira "	Sigm & Rodrigo	Jos. Rico		
J D W		[illegible] " "		Aaron L. Bradley	Pettit & Bayard	
I B		[illegible] " "		Joseph Bromfield		
I B		Two pipes Madeira "		Joseph Harry	Thos Quin	
G. J. I. B.		[illegible] " "		John Bailey	Pettit & Bayard	
I G		[illegible] " "		John Gifford	do do	
I M		[illegible] half pipe "		Joseph McClennan	Pettit & Bayard	
W C		Two " "		Wm Cox	Jno D Cook	
R F		[illegible] Cask "		Robert Fitz	Pettit & Bayard	
F		Sixty pipes Sixty half Cask Brandy "	Jno Cullen	Scott Fisher		
T M		Two half pipes Sixteen half Cask "	James Barry	Crawford Alexander		
B P		Twenty pipes Thirty half pipes "		J. R. & J.	New York	French Vessel
		Three Brass Cannon	[illegible]	Union Loan	[illegible]	
		Cabin Passenger James Smith	Two trunks & Bedding			no manifest taken at post office

Flour, Spirituous liquors, Provisions, Quantity of Beef & Bread.

Robt G Gardner

District of Philadelphia

[illegible] and manifest subscribed were [illegible] by me to the Collector of the District of Philadelphia [illegible] to the best of my knowledge and belief, a true and [illegible] account of all the Goods, Wares and Merchandise [illegible] Packages of every kind and nature whatsoever, which were on [illegible] at the time of my sailing from the Port of [illegible] and that no Package of the said Goods are at present [illegible] on board at any time since, and that all Packages of the said Goods are at present [illegible] as in the Bills of Lading signed for the same by me, or with my knowledge. That I am at present, and have been [illegible] master of the said Vessel, that no Package whatsoever or any [illegible] Merchandise, have been unladen, landed, taken out, or in any manner whatsoever removed from on board the said [illegible] or otherwise departed from the said Port of [illegible] except such as are now particularly specified and declared in the Abstract or Account hereunto, and that the Clearance and other Papers now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 11 day of Oct 180[illegible]

Before me [illegible] Collector [illegible]

NAME OF VESSEL: BRIG LIBERTY

PORT OF EMBARKATION: BORDEAUX

DATE OF ARRIVAL: OCTOBER 12, 1802

NUMBER: 218

Printed for Wm Young No. 32 South Second Street, Philadelphia

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the Brig Brown Liberty, whereof Rob Thurston is Master, which Cargo was taken on board at Port Beaufort Burthen 108 4/95 Tons, built at Egg Harbor in the State of New Jersey and owned by A Humphreys & Co 10th Month Merchant at Philadelphia as per register granted at the and bound for

Ship Neal	Passenger	Two Trunks, Contents unknown Bed & Bedding from Port Mantee from Can Wine from Can Cordial,			
Ship Augusta	do	Two Trunks, from Portmantee Contents unknown & Bed & Bedding			
Ship Boscia	do	from Trunk & from Can, Contents unknown Bed & Bedding			Robt Truscott
Brig Charles Palmer		Three Barrels Beef five Barrels Ship Bread & Stores			

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The name of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

District of Philadelphia.

I [illegible] do solemnly swear, that the Goods, Wares and Merchandise, specified in the annexed Report and Manifest, which are entered to be exported in the Schooner called the [illegible] Capt. [illegible] Master, bound to [illegible] and whereunto I am subscribed, are to the best of my knowledge and belief, such as are mentioned in the said Report and Manifest, and that no Package which is or was on board the said Vessel, has been opened, broken, or in any manner whatever removed from on board the said Vessel, since her departure from the said Port of [illegible] except such as have been previously weighed and discharged in the Aforesaid or Account hereunto, and that the Certificate and other Papers now delivered to the Collector, are all that I now have, or have had that are in any manner relative to the Cargo of the said Vessel and Ladings and that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by me or [illegible] or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters and answers in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this 12 day of Oct 180 [illegible]

[illegible] Before me [illegible] Collector

Robt Thomas

NAME OF VESSEL: SHIP TOM

PORT OF EMBARKATION: HAMBURG

DATE OF ARRIVAL: OCTOBER 12, 1802

NUMBER: 219

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest *of the Cargo laden on board of the* [illegible] *whereof* [illegible] *is Master, which Cargo was taken on board at* [illegible] *burthen* . *tons, built at* *in the State of* *and owned by* [illegible] *Merchant at* [illegible] *as per Register granted at* *the* *day of* *and bound for*

[illegible]

[illegible]
John Henry Johnson
Johann Jos. Johnson
J. Henrich [illegible] Wife One [illegible]
Johann Jos. & Maria Theresia
Johann Glatt
Catharina & Christina
[illegible] Joh. Johnson [illegible]
[illegible] Glatt
Johann Jos. Johnson [illegible] One [illegible] Bag
Glatt
Joh. Henrich Hausohn
Johann Georg Kiss Wife One Bag
Henrich Gatz Wife One Barrel
Henrich & Wilh. Gatz
Johann Gottlieb Hausmann Wife One Barrel
Christ. Hen. Sen
Johann Dunfeld
Johann Jos.
Margareta Schneider
Maria Elis. Schneider
Paul Gilson One chest & one Bag
Maria Hausmann Dito dito
Gertrud Weber One Chest
Johann Jordan One Chest
Johann Gerstenmeier
Johann Gottlieb Bopp One Linen Bag
Jacob Stolz One Bag
Paulus Paulus One Bag

From Peter Christ. Pennsylvania

District of Philadelphia.

I [illegible] do solemnly sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are more particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Manifest of such Cargo, Certificate or Endorsement has been delivered to me on [illegible]

SO HELP ME GOD.

COLLECTORS OFFICE, [illegible] this [illegible] day of [illegible] 18[illegible]

COLLECTOR.

before me [illegible]

[redacted]

NAME OF VESSEL: **BRIG SUCCESS**

PORT OF EMBARKATION: **BARBADOS**

DATE OF ARRIVAL: **OCTOBER 12, 1802**

NUMBER: **220**

[redacted]

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Brig [illegible] whereof [illegible] M'[illegible] is Master, which Cargo was taken on board at [illegible] burthen [illegible] tons, built at [illegible] in the State of Pennsylvania and owned by [illegible] Merchant at Philadelphia as per Register granted at Phil^a the [illegible] day of [illegible] and bound for Philadelphia

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
[illegible]		[illegible] Puncheons Rum				
		[illegible] Box [illegible]	[illegible] Moige	[illegible] Moige	[illegible]	[illegible]
[illegible]		[illegible] [illegible] [illegible]		[illegible]		
[illegible]		Fourteen Puncheons Rum —	[illegible]	[illegible]	D^o	D^o
[illegible]	[illegible]	[illegible] — D^o — D^o	[illegible]	[illegible]	D^o	D^o
		[illegible] Bbls. Sugar — [illegible]	[illegible]	[illegible]	D^o	D^o

Passengers Baggage

James [illegible] — [illegible] [illegible] [illegible] [illegible] [illegible] furniture, [illegible]

[illegible] Moige — [illegible] [illegible] [illegible]

[illegible] [illegible] Baggage

[illegible] — [illegible] [illegible] [illegible] [illegible] furniture [illegible]

[illegible] [illegible] [illegible]

Sea Stores

[illegible] Puncheon Rum — [illegible]

One [illegible] Sugar — [illegible] Chocolate

One [illegible] [illegible] — [illegible] Coffee

Malcom M^c[illegible]

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned [illegible]. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the [illegible] and [illegible] Stores, [illegible] also be inserted in the Manifest.

PHILADELPHIA: *Printed by T. & W. Bradford, No. 3, South Front Street.*

District of Philadelphia.

I do solemnly sincerely and truly that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that Certificate or Endorsement has been delivered to me on Manifest of such Cargo.

SO HELP ME GOD.

Collectors Office, this day of 18

before me **Collector**

Manifest

NAME OF VESSEL: BRIG LILLY

PORT OF EMBARKATION: AUX CAYES

DATE OF ARRIVAL: OCTOBER 14, 1802

NUMBER: 221

[PRINTED BY JOHN BIOREN, No. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 122, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* *whereof* *is Master, which Cargo was taken on board at* *burthen* *tons, built at* *in the State of* *and owned by* *Merchant at* *as per Register granted at* *the* *day of* *and bound for*

MARKS.	Numbers inclusive	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		— Passengers —				
		Wm Richardson	picked up from the Shipwreck of the			
		Christopher Thomas	Great Hermaphrodite with Indian			
		Paul Siccard	Shipwrecked —			
		Hermann				
Five expanded						

NOTE. If any articles of the Outward Cargo are brought back, they are to be described, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I *do solemnly, sincerely and truly* *that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the* *at the time of her sailing from the Port of* *or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been* *the* *master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said* *since her departure from the said Port of* ~~except such as are more particularly specified and declared in the Manifest or Account herewith~~, *and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further* *that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said* *for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further* *that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise* *that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further* *that* *Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a* *Certificate or endorsement has been delivered to me on* *manifest of such Cargo.*

SO HELP ME GOD.

Collectors Office, *this* *14* *day of* *October* *Nov*

Before me *Collector*

[redacted]

NAME OF VESSEL: SCHOONER HAPPY RETURN

PORT OF EMBARKATION: CADIZ

DATE OF ARRIVAL: OCTOBER 15, 1802

NUMBER: 222

[redacted]

[PRINTED BY JOHN BIOREN, No. 78 CHESNUT STREET, FOR SAMUEL KNEBEL, SHIP-BROKER, No. [illegible] SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schr. Happy Return — whereof Silas Crowell is Master, which Cargo was taken on board at Cadiz — burthen 102 35/95 tons, built at Cape May — in the State of New Jersey — and owned by Gurney & Smith Merchants at Philad.a as per Register granted at Philad.a the first day of May 1814 and bound for Philad.a*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
G S	1 a 25	Twenty five Butts Sherry Wine	Jos. White	Gurney & Smith	Philad.a	Philad.a
"	1 a 440	Four hundred & forty barrels ditto —	Ditto —	Ditto —	do	do
G S & S	1 a 10	Ten ditto ditto —	Ditto —	Ditto —	" —	—
S C	1 a 11	Eleven barrels Sherry Wine	— "	Silas Crowell	—	—
	1 a 3	Three small Stean Carpets	—	Ditto —		—
R	1 a 4	Four Barrels Sage —	J. W. Hughes	Rua & Lowdenbush	"	—
TWH		One Hogshead ditto	Ditto —	Ditto —	"	—

Passengers
Mr. Craft — On board 1 Box
Mr. Farlan — On Chest 2 Bedding

Silas Crowell

Stores Expended —

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The number of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Freight and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except [redacted] particularly specified and declared in the Manifest or Account [redacted], and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall, hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

Collectors Office, this 15 day of [illegible] 1819

Before me [illegible] Collector

NAME OF VESSEL: BRIG SALLY

PORT OF EMBARKATION: ST. LUCIA

DATE OF ARRIVAL: OCTOBER 18, 1802

NUMBER: 223

[PRINTED BY JOHN BIOREN, NO. 58 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 139, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Sally whereof Samuel Thackara is Master, which Cargo was taken on board at St. Croix burthen 191 17/95 tons, built at Philadelphia in the State of Pennsylvania and owned by James Gamble Merchant at Philadelphia as per Register granted at Philadelphia the 2 day of June 1801 and bound for Philad.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
G	1 to 82	Eighty two puncheons Rum	[illegible]	James Gamble	Philadelphia	Philadelphia
	1 to 29	Twenty nine Hogsheads Sugar		do	do	do
	30	One do do	Samuel Thackara	Samuel Thackara	do	do
		Four Barrels of Limes	do	do	do	
		Three Barrels Coffee	do	do		
		Two do Oranges	do	do	do	
M	1 to 4	Three Hogsheads Sugar	Abraham Douglass	E. & Wm. L. Maddock	do	do
	1 to 8	Eight Puncheons Rum	do	do		
S	1 to 8	Eight do do	do	Joshua & J. Morris	do	do
	1 to 4	Four Hogsheads Sugar	do	do		do
D	1 to 9	Nine Hogsheads Sugar	do	Abraham Douglass	do	do
	1 to 2	Two Puncheons Rum	do	do	do	do
		One Bag Coffee		do	do	do
		Two Barrels Limes	John Dow	John Dow		
		One do oranges	do			
		Two do Limes	Caspar Morris	Caspar Morris	do	do
		One do do	Charles Wood	Charles Wood	do	do
		Cabin Passengers Wesley Alexander Two	Francis Wearing	Alexander Bed	Bedding	
		One Bbl Beef & One Bbl Pork One Bbl Pitch Brand		No Story		

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanic or trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

[illegible] Bill of Lading [illegible]

[illegible]

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] Sally at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~particularly specified and contained in the Abstract or Account [illegible]~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

[illegible]

NAME OF VESSEL: SCHOONER FANCY

PORT OF EMBARKATION: NEW PROVIDENCE

DATE OF ARRIVAL: OCTOBER 18, 1802

NUMBER: 224

[PRINTED BY JOHN BIDDEN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Schooner Fancy whereof Robert Wilson is Master, which Cargo was taken on board at New Providence burthen 59 $\frac{21}{94}$ tons, built at in the State of North Carolina and owned by M'Leod & Clarke Merchants at Philad.a as per Register granted at Philad.a the 7 day of March 1799 and bound for Philad.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Six tons junk — [illegible]	Geo Butler	M'Leod & Clarke	Philad.a	Philad.a
		Seven thousand Oranges — The Oranges contained in thirteen boxes				
		Eight Water casks				
		Some Old Block[illegible]				
		One thousand Oranges	Rob.t Wilson	Rob.t Wilson	do	
		1 ton Stone Ballast				
		Stores One Barrel Rum				
		Two do Bread				
		Ten pounds Sugar				
		Two do Coffee				
		One Gallon Rum				
		Cabin passengers John Richards one trunk & Bedding				
		Edward Brown one Chest & do				
		Walter Burton Bedding				

October 15 1802

No Merchandise on board

Letters delivered post office

Robert Wilson

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Robert Wilson do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Fancy at the time of her sailing from the Port of New Providence or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of New Providence ~~except such as are particularly specified and delivered in the Manifest or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

[redacted]

COLLECTORS OFFICE, this 18th day of Oct. 180[illegible]

[illegible] Before me [illegible] Collector

Robert Wilson

NAME OF VESSEL: SHIP PHILADELPHIA

PORT OF EMBARKATION: LEGHORN

DATE OF ARRIVAL: OCTOBER 18, 1802

NUMBER: 225

Report and Manifest of the Cargo laden on board the Ship Philadelphia
whereof, Bernard Raser is Master, which Cargo was taken on board at Leghorn —
Burthen 354 $\frac{54}{95}$ Tons, built at Philadelphia in the State of Pennsylvania
owned by Thomas & Jn. Clifford, Merchants at Philadelphia, as per Register
granted at Philadelphia, the 25th April 1800, and bound for Philad[illegible]

Passengers Baggage

Mr. Clifford, two trunks and
One Box — Jr. Clifford

Miss Moran, two trunks one
Box, and women's Dest

John Smith, One trunk and one
bedding Dest

John Dawkins, One trunk and
Bedding

[illegible] Hogsheads Bread
Three Barrels Bread
Six — Barrels Beef and Por
Three — Casks wine

no impressment
letters delivd post office
Bernard Ryan

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] [redacted] ~~particularly specified and declared in the Manifest or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 1802

Before me [illegible] Collector

[illegible]

NAME OF VESSEL: BRIG ROVER

PORT OF EMBARKATION: PORT REPUBLICAN

DATE OF ARRIVAL: OCTOBER 18, 1802

NUMBER: 226

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Brig Aurora whereof Charles Hardy is Master, which Cargo was taken on board at Port Republican St. Domingo burthen 88 tons, built at Warren in the State of Rhode Island and owned by Alex. Rawlins & Wash. Fox Merchant at Philadelphia as per Register granted at Philad. the 6th day of August 1802 and bound for Philadelphia)

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
		One Thousand Oranges One Barrel of Limes	Charles Hardy	Alex. Rawlins & Wm. Fox	Philad.	Philad.
		Thirty Pounds Brown Sugar Twenty Pounds Coffee	Ditto	Charles Hardy jun.	Do.	Do.
		Two Barrels Old Iron Two Hundred seventy Pounds old rubber	John Bowden	John Bowden	Newport	Do.
		Eight Cases Claret (in quantity Broke)				
		Twenty Tons Gravel & Stone Ballast				
		Cabin Passengers Thomas Brown & 2 Trunks & Bedding Fortune (a child)		Michael Brown		
		John Bowden Alex. Rawlins Brown Engles Thomas Hazel John Brockenine Abraham Tyhson	Twenty of the Crew The Crew of the Brig Adventure taken off Hayage 2 Trunks & Stores		no engagement letter date Post Office	

Sea Stores expended

Philad. Oct. 15. 1802

Charles Hardy

NOTE. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Color Stored, must also be inserted in the Manifest.

PHILADELPHIA: Printed by T. & W. Bradford, No. 8, South Front Street.

District of Philadelphia.

I [illegible] do solemnly sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since; and that the Packages of the said Goods are as particularly described as in the Bills of Lading signed for the same by me, or with my knowledge: That I am at present, and have been during the [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or Endorsement has been delivered to me on [illegible] Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, the 15 day of [illegible] 18[illegible]

before me [illegible] COLLECTOR. [illegible]

[redacted]

NAME OF VESSEL: SCHOONER CHANCE

PORT OF EMBARKATION: CADIZ

DATE OF ARRIVAL: OCTOBER 18, 1802

NUMBER: 227

[redacted]

[PRINTED BY JOHN BIORAN, No. 55 CHESNUT STREET, FOR SAMUEL SMITH, SHIP-BROKER, No. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Schooner Chance whereof George Davis is Master, which Cargo was taken on board at Cowes burthen 94 $\frac{4}{95}$ tons, built at Sussex County in the State of Delaware and owned by Isaac Walker & Co & Wm G. & R. C. Johnson Merchants at Philad.a as per Register granted at Philad.a the 6 day of May and bound for Philad.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
S	—	Four hundred & twenty nine g. bags Liverpool Lime	George Davis	Isaac Walker & Co Wm G. & R. C. Johnson	Philad.a do.	Philad.a do
W N		Two g. bags. do	do			
G D		One do do	do	George Davis	do	do
[ ]		Thirty two do do	do	do	Isaac Walker & Co	do
		Seventy Eight do do	do	Peter Berghouse		
J. E.		Six do do	do	Joseph Eaton		
D. G.		Five do do		Wm Hofs		
		One Box artificial flowers		George Davis		
		[illegible] a quantity rock salt for ballast				
		Cabin passenger		Oct. 18. 1802		no inquiry for Letters at post office
		do Steer — John Sheat	Live Lumber & Boing		George Davis —	
		Two Bbls. Cider pumpkins One Box Beads —				

N. B. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be entered in the manifest.

District of Philadelphia.

I George Jones do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Eunice at the time of her sailing from the Port of Cadiz or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Cadiz ~~except such as are now particularly specified and [illegible]~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 18 day of Oct 1802.

Before me [illegible] Collector

[illegible]

NAME OF VESSEL:	SHIP AMSTERDAM PACKET
PORT OF EMBARKATION:	BORDEAUX
DATE OF ARRIVAL:	OCTOBER 20, 1802
NUMBER:	228

[illegible] Regsts not in force

No. 1. Form of a Report and Manifest for a **Ship** or **Vessel** of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Amsterdam Packet whereof Andw Hedlius is Master, which Cargo was taken on board at Bordeaux burthen 284 tons, built at Phila in the State of Pennsylvania and owned by Henry Haupt Merchant at as per Register granted at Phila the 24th day of June and bound for Phila

Bagage	Two Trunks & Bedding three Mattrasses	Belongs	Barnard Barracy & Wife Cheberat
do	Two Trunks & Bedding	do	Capt Wm Hoff
do	One Trunk One Chest & Bedding	do	Capt Wm Young
do	One Trunk Cooking Tools & Bedding		Hals
do	Two Trunks & Bedding	do	Nancy McCullogh
do	Chest & Bedding	do	Lawrence Lenlier

Item Five Barrels Beef & Bark

Six Barrels Bread

One Hog Wine

Wm Hoff Receiver

District of Philadelphia

I, [illegible] do solemnly, sincerely and truly declare and affirm, that the within and annexed manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains, to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, and the Packages of every kind and nature whatsoever, which were on board the [illegible] on the time of her passing from the Port of [illegible] to the United States, [illegible] and that the Packages of the said Goods are as particularly [illegible] at the foot of Entry, signed for the same by me, or with my knowledge: That I am at present, and have [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except such as are particularly specified and declared in the Abstract so here annexed, and that the Clearance and other Papers now delivered by me to the Collector, are all that I now have, or have had that are any relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and that none of them have been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than aforesaid, transported, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make the report thereof, to the Collector of the Port or District of Philadelphia, and I do hereby [illegible] That all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has opened for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered with the same manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this [illegible] 180[illegible]

[illegible] Collector.

[redacted]

NAME OF VESSEL:	**BRIG ELIZA**
PORT OF EMBARKATION:	**CAP-HAÏTIEN (CAPE FRANÇOIS)**
DATE OF ARRIVAL:	**OCTOBER 20, 1802**
NUMBER:	**229**

[redacted]

[PRINTED BY JOHN BIOREN, No. 30 CHESNUT STREET, FOR SAMUEL EMBREE, NAUTICAL INSTR. No. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship Olive whereof David Nelson is Master, which Cargo was taken on board at Cape Francois burthen 144 ⅔ tons, built at Newburyport in the State of North Carolina and owned by Manning & Lane Merchants at Newbury as per Register granted at Newbury the 16 day of March and bound for Nantes.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
RJJ	1 to 3	three hogsheads Coffee	Entered by Mr.	Robert Hare	Nantes	Nantes
"	4 to 13	thirteen bags do				
D	14 to 16	three barrels Pimento do		Mr. Dunn	do Crozat	
TN	17 to 18	two hogsheads do		Stephen Girard	Nantes	
"	19 to 28	twenty eight bags do				
O S	29 to 30	two do hogsheads do				
P				Oliver Smith		
MM	31 to 43	thirteen do do				
"	44 to 51	eight bags do		Mathew McDonald	do	
	52 to 61	ten do do				
		Sum of Packages				
		Sum On Board Bread				
		One of do Salt	Entered by Mr. Dunn	One hundred Barrels		

Clearance

David Nelson

NOTE. If any articles of the Outward Cargo are transported duty free, they are to be described, specifying to whom shipped, port intended, and to whom consigned or order.
The number of any passengers, distinguishing whether cabin or Steerage passengers, with the place of residence and number of Passengers and stating their business, or the circumstances of a mechanical vessel, and the Port and Collector's name must also be inserted in the manifest.

District of Philadelphia

I David Nelson do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Eliza at the time of her sailing from the Port of Cape Francois, or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Cape Francois, ~~except those specifically specified and declared in the Manifest or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 29 day of October 180[illegible]

Before me [illegible] Collector

David Nelson

NAME OF VESSEL: SHIP CLEOPATRA

PORT OF EMBARKATION: AMSTERDAM

DATE OF ARRIVAL: OCTOBER 22, 1802

NUMBER: 230

Printed for Wm. Young, No. 53 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT

Report and Manifest of the Cargo laden on board of the [illegible] of [illegible] whereof John Blackiston is Master, which Cargo was taken on board at Amsterdam Burthen 278 Tons, built at Philadelphia in the State of Pennsylvania and owned by Willing & Francis, of Philadelphia Merchants at Philadelphia as per register granted at Philadelphia the 11th March 1801 and bound for Philadelphia.

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Port of destination.
B	1 to 14	Fourteen Pipes Gin	Swingen Wm	John Blackiston	Philadelphia	Philadelphia
	1	One Trunk Silk & Shoes	Do	Do	Do	Do
	1	One Case Toys	Do	Do	Do	Do
W	1 to 4	Four Casks Vinegar	Do	Willing & Francis	Do	Do
	1	One Pack Linen	Do	Do	Do	Do
		Twenty five Chests	Perkins & Perry	Perkins & Perry	Do	Do
		Nine Cases Harlem Oil	Do	Do	Do	Do
		Nine Do Looking Glasses	John Gardner	J G	Do	Do
		Two Do Do	Geo Mellor	Gott	Do	Do
		Three Pots Sweetmeats	John Gardner	J G	Do	Do
Passenger		One Trunk Waring Apparel	R Sanders	R S	Do	Do
		One Chest Do	Do	Do	Do	Do
		One Bed Cloth & Bedding	J [illegible]	Do	Do	Do
		One Key Wooden				
		[illegible]				[illegible]
		[illegible]				
		Stores				
		3 Bbls Beef				
		1 Do Pork				
		Four [illegible]			John Blackiston	

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

District of Philadelphia

I [illegible] do solemnly, sincerely and truly declare [illegible] report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship [illegible] at the time of her sailing from the Port of [illegible] which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] the Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been landed, landed, taken out, or in any manner whatever removed from on board the said Ship [illegible] since her departure from the said Port of [illegible] [redacted], and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 27 day of [illegible] 1802

Before me [illegible] Collector

[illegible]

NAME OF VESSEL: SHIP MOHAWK

PORT OF EMBARKATION: ST. THOMAS

DATE OF ARRIVAL: OCTOBER 23, 1802

NUMBER: 231

[PRINTED BY JOHN BIDDLE, NO. 115 CHESNUT STREET, FOR SAMUEL KNERR, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* Ship Hopewell — *whereof* John Barry — *is Master, which Cargo was taken on board at* St Kitts & St Thomas *burthen* 294 *tons, built at* Mason — *in the State of* New York *and owned by* John L. Hewson John Barry & Co. *Merchant at* Philad.a *as per Register granted at* Philad.a *the* 20 *day of* Sept 1805 *and bound for* Philadelphia

E		[illegible]	S. F. Eckhardt	S. F. Eckhardt				3
		four boxes & four kegs preserved blown Turtle		do. —	dito —	Passengers Baggage		
		[illegible] Bibles	one box of Wine — no mark			Ten [illegible] Bibles [illegible]		
I P L								particulars [illegible] on the other side —
		Four boxes Candles — returned of outward Bag		[illegible] Chapman		Bedding —		
[illegible]		[illegible]		[illegible]				
[illegible]		[illegible] barrels Beef [illegible] gallons [illegible] Three Two doz: Wine		[illegible] doz: porter				
[illegible]		[illegible] barrel Sugar two Loaf Sugars — two pounds coffee — one barrel flour		[illegible] Brick — Stone Ballast)				

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia

J

[illegible]

[illegible] Report and manifest subscribed and [illegible]

[illegible] Collector of the Port of [illegible]

[illegible] Report and manifest [illegible]

[illegible] this [illegible] day of [illegible]

[illegible] Collector.

COLLECTORS OFFICE, [illegible]

4

[illegible]

NAME OF VESSEL: BRIG WEST POINT

PORT OF EMBARKATION: TURKS ISLANDS

DATE OF ARRIVAL: OCTOBER 25, 1802

NUMBER: 232

[PRINTED BY JOHN STOREY, NO. 55 CHESNUT STREET, FOR SAMUEL SMITH, SHIP-BROKER, NO. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* Brig West Point *whereof* William Bryan *is Master, which Cargo was taken on board at* Turks Island *burthen* 88 4/94 *tons, built at* Old York *in the State of* Massachusetts *and owned by* John Diehl *Merchant at* Phila.a *as per Register granted at* Phila.a *the* 15 *day of* Oct. 1801 *and bound for* Phila.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
D		Three thousand two hundred & twenty Bushels Salt	Wm. Bryan	John Diehl	Phila.a	Phila.a
		Fourteen barrels Ship bread Eighteen boxes Soap } returned Cargo	—	D.o	D.o	D.o
		One Box of Hats	B. Seville	Wm. Bryan	D.o	D.o
		No Stores				
		Cabin Passenger Wm. Handy				
		One trunk & Bedding				
						Wm. Bryan

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying to whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I William Bryan do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Brig West Point at the time of her sailing from the Port of New York or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been acting as the lawful master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of New York ~~except as particularly specified and declared in the Abstract or Account herewith~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this 25th day of October 1802

Sworn Before me Wm Bryan

Collector

NAME OF VESSEL: BRIG SWAN

PORT OF EMBARKATION: BORDEAUX

DATE OF ARRIVAL: OCTOBER 25, 1802

NUMBER: 233

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo taken on board of the Ship [illegible] whereof Moses [illegible] is Master, which Cargo must be [illegible] and bound by [illegible] Merchants at [illegible] as per Register granted at [illegible] the day of [illegible] and bound for Washington [illegible]

MARKS	Number	[illegible]	[illegible]	Consigned or if to Order	Place of [illegible]	[illegible]

		Lewis Lapierque					
		Gustavus Graff & Henry Granville	in	on Saint Paul & Pacific			no information letter at the post office
				do	do		
		Savage Lafayette					
		Jno in Store		on Saint Paul & Pacific		Philadelphia October 15 1851	
						Inspector Wells	

Store exhausted.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the [illegible] or which have been taken or taken on at the time of her sailing from the Port of [illegible] board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] [redacted] particularly specified and declared in the Manifest or Account herein [illegible], and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make the report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and Belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SOLEMNLY, SINCERELY, &c.

COLLECTORS OFFICE, this 2[illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

NAME OF VESSEL: SHIP NANCY

PORT OF EMBARKATION: LONDONDERRY

DATE OF ARRIVAL: OCTOBER 26, 1802

NUMBER: 234

No. 1. Form of a Report and Manifest for a **Ship or Vessel** of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo taken on board of the Ship Nancy whereof John Ross is Master, which Cargo is to be
on board at Sandemary burthen 195 tons, built at in the State of and on not by [illegible] Musing
Merchants at New York as per Register granted at New York the 11 day of February and bound for Philadelphia

MARKS.	Numbers in-	[illegible] CONTENTS	[illegible]	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.

[illegible] passengers

Sarah [illegible] family [illegible] [illegible]
[illegible] Joby[illegible] One [illegible] [illegible] Chest
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]ison ~~family~~
✓ [illegible] McIlvaine One Chest
[illegible] [illegible] family One Chest One Barrel
[illegible] McDonald One Chest
[illegible] [illegible] — — —
[illegible] [illegible] One Chest
✓ Wm. McIlvaine One Chest
✓ [illegible] [illegible] One [illegible]

[illegible] [illegible] One Chest
[illegible] [illegible] family Two [illegible]
[illegible] [illegible] One Do.
[illegible] [illegible] One Do.
[illegible] [illegible] One Do.
✓ Alex [illegible] One Chest
✓ [illegible] [illegible] One Do.
✓ [illegible] [illegible] One Do. [illegible]
✓ William McCauley [illegible]
✓ Thomas [illegible] family Two Barrel [illegible]
Hugh McDonald Do. One Chest [illegible]
✓ [illegible] Gillen [illegible] One Do. [illegible]
~~[illegible]~~

James [illegible]
[illegible] McK[illegible]
[illegible] [illegible]
✓ [illegible] [illegible] family
[illegible] Samuel [illegible]
[illegible] [illegible]
[illegible] [illegible]
✓ [illegible] [illegible]
✓ [illegible] [illegible]
✓ Ed. Collins
[illegible] [illegible] family
[illegible] [illegible]

[illegible] [illegible]
[illegible] Do.
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
One Chest

Patrick Daugherty	One Chest
Thomas Rogers family	Two Paint One Chest
Hugh Daugherty	One Chest
Charles Daughtn.	One do
Robt. McClements	One do
John McCarthy	One Chest
James McBride	One do
Barnet Gallagher	One Barrel One Chest
Hugh Cassidy	One Chest
John Maghern family	Two do
Andw. Allison	One do
John Daughtn.	One do One Box
James Lee	One Bl One Chest
Wm. Anderson	One Chest
George Shannon	One do
Patrick McCarthy	One do One Chest
Mark Moller	One do One Barrel
Robert McGaugh	One do One do
Nicholas Irwin	One Chest
John McLean	One do
Wm. Bell	One do
John Thomas	One do
Isaac Cochrane	Two do
Wm. Harper	One do
John Scott	One do
John Wilson	Two do
John Dixon	Two do

Thos. Fox	One Chest
Andw. McCullough	Two do
John McKenny	Two do
James McDaughtn.	One do
Wm. Gallagher	One Box Two Chest
Isaac Smith	One Chest
Barg. Hutton family	Two Chest One Barrel
Cormac Cassidy	One do
Wm. Shiels	One do
John Allen	One do One Bed
George West	One do
Richard Sumner	One do
John Hodge	One do
Alex. Wilson	One do
Henry Boyle	
Luke Donnelly family	One Chest
Mary Gough	One do
Barg. McGrady	
Edw. McGinn	
Henry Brown	One do
Mary Daughty	

Transported
Allen Post Office
John Ross

District of Philadelphia

I [illegible] do solemnly, sincerely and truly [illegible] manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been shipped, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on a manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 1802

[illegible] Collector

NAME OF VESSEL: SHIP FRIENDSHIP

PORT OF EMBARKATION: HULL

DATE OF ARRIVAL: OCTOBER 28, 1802

NUMBER: 235

[PRINTED BY JOHN BIORLEN, No. 88, CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship Friendship whereof Rufus Glover is Master, which Cargo was taken on board at Malt burthen 199 $\frac{59}{95}$ tons, built at Fitchburg in the State of Massachusetts and owned by Edward Davis Merchant at Boston as per Register granted at New York the 5th day of June 1802 and bound for Batavia.*

MARKS	Numbers in-

Labor Expenses					
" Monthly Travel		[illegible] work			[illegible]
" [illegible] Pierson		[illegible] Clerk & [illegible]			[illegible] Post Office
Average Expenses					
" Beach	American Express			Philadelphia October 1863	
" [illegible]					
Stores				[illegible]	
Hom Barnes Beef & Pork					
Bar [illegible] & Bread					

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Manifest or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

Collectors Office, *this* [illegible] *day of* [illegible] **180**[illegible]

[illegible] *Before me* [illegible] *Collector*

NAME OF VESSEL: SHIP CALLIOPE

PORT OF EMBARKATION: LONDON

DATE OF ARRIVAL: OCTOBER 28, 1802

NUMBER: 236

Printed for Wm. Young, No. 53 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the Ship Catherine whereof William Henderson is Master, which Cargo was taken on board at London Burthen 200 32/95 Tons, built at Medway in the State of Massachusetts and owned by Thomas Susan Merchant at Philadelphia as per register granted at the and bound for Philadelphia

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Ports of destination.

[illegible] Boxes
[illegible] Bed & Bedding
[illegible] Box
[illegible] Basket } [illegible] Wearing Goods
[illegible] Portmanteau
[illegible] Can
[illegible] Trunk Boxes 1

[illegible] Bed & Bedding } James Salmon.
[illegible] Trunks

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels* from FOREIGN PORTS.

I William Henderson do solemnly, sincerely and truly Swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Ship Calliope at the time of her sailing from the Port of London or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Calliope since her departure from the said Port of London ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Ship Calliope for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Sworn before me, this 28 day of October 1802

Jonathan Dickinson COLLECTOR.

Wm Henderson

NAME OF VESSEL: SHIP SOUTH CAROLINA

PORT OF EMBARKATION: LIVERPOOL

DATE OF ARRIVAL: OCTOBER 28, 1802

NUMBER: 237

[illegible]

Report & manifest of the cargo taken on board of the
ship Couch Carolina, whereof Jno Cannan is master, which
Cargo was taken on board at Liverpool, within 25 days 63
Now, built at Phila in the state of Pennsylvania and
owned by Geo W Bolhouse merch. of Philad. as
register granted at Phila — bound for Phila

[illegible] [illegible] One Trunk [illegible] Chests One Box [illegible]

[illegible] One Box two Chests one Barrel

[illegible] [illegible] Trunks

[illegible]

[illegible] four Barrels [illegible]

[illegible]

NAME OF VESSEL:	**SHIP GOOD FRIENDS**
PORT OF EMBARKATION:	**ISLE-DE-FRANCE (ISLE OF FRANCE)**
DATE OF ARRIVAL:	**OCTOBER 29, 1802**
NUMBER:	**238**

[illegible] No. 12 South Second Street, Philadelphia

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo taken on board of the Ship George Adams, whereof John Cochran is Master, which Cargo was taken on board at [illegible] of France, Burthen 166 87/95 Tons, built at Philadelphia in the State of Pennsylvania and owned by Stephen G[illegible] Merchant at Philadelphia as per register granted at Philadelphia the and bound for Philadelphia

[illegible]

[illegible]

[illegible]

Note. If any [illegible] appear [illegible] specified to whom it applied [illegible] consigned [illegible]

The name of the Passenger, [illegible] Passenger, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the [illegible]

(N° 2.) *Forms of the Oath or Affirmation to be made by Captains of Vessels* from FOREIGN PORTS.

I *John Cochran* solemnly, sincerely and truly *swear* that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the *Ship Grand Friends* at the time of her sailing from the Port of *The Isle of France* or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge. That I am at present, and have been *during the Voyage* master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said *Ship* since her departure from the said Port of *The Isle of France* ~~except such as are now particularly specified and declared in the Abstract~~ or Account hereunto, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further *swear* that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said *Ship* for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise *swear* that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Sworn before me, this 20th day of October 1803. John Cochran

[illegible] COLLECTOR

NAME OF VESSEL: BRIG OHIO

PORT OF EMBARKATION: LIVERPOOL

DATE OF ARRIVAL: OCTOBER 30, 1802

NUMBER: 239

Printed for Wm. Towne No. 31 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the [illegible] whereof [illegible] is Master, which Cargo was taken on board as Merchant at [illegible] and owned by [illegible] Burthen [illegible] Tons, built at [illegible] in the State of [illegible] and bound for [illegible] as per register granted at [illegible] the [illegible]

Marks	Number inclu-	PACKAGES of CONTENTS

Passengers

Leonard Sampson — Live Stock & Baggage

Wm Weaver — do Oats & Hay

Note. *If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels* from FOREIGN PORTS.

I Wm Lack do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Ship Ohio at the time of her sailing from the Port of Liverpool which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been carrying the bagage master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship since her departure from the said Port of Liverpool ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Ship for the use of the Officers, Crew and Passengers there of, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

William Lack

Sworn before me, this 30 October 1811 day of

John Geyer Jr. COLLECTOR.

District of Philadelphia

I do solemnly, sincerely and truly that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this day of, 180

Before me Collector

113

1 November 1812

Overright,

Eng Stangi Lady

00240

John Dannemar

Sam New Orleans

Eng Relief

199 49

Cardordered

4/23/70

Paid

[PRINTED BY JOHN BIORN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Spanish Lady whereof John Cunneman is Master, which Cargo was taken on board at Havana burthen 7[illegible] tons, built at [illegible] in the State of Massachusetts and owned by Chandler [illegible] and John Cunneman Merchant, at Salem as per Register granted at Salem the 1 day of July 1801 and bound for Philad.*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
DWC	1 [illegible]	[illegible] sugar	[illegible] Wolf	[illegible]	Phila.	Phila.
	1 to 18	Sixteen hogsheads tobacco	Philip Barbour	Taylor & Nicholas		
DP	1	One Pipe Scotch Brandy	Lenthan & Reed	Rich Conner		
CNB	1 to 46	Forty six bales Cotton	Paul Lanier	C & V Reed		
PAG	1 to 12	Twelve Bales Cotton		P & J Grogan		
DT	1 to 5	Five do do		Chas Thomas		
	1 to 280	Three hundred & fifty Jars Water	Jas. Russell	Jno Brown		
	1	One Barrel sugar	Jno Gallion	Jas Mitchum		
	1 to 2	Two small Boxes Medicine	B Morgan	do	Dan Jackson	
V	1	One Bbl Sugar				
	1 to 15	Fifteen Jars Water	Jno Cunneman	& John Cunneman		
	1 to 3	Three Bbls Oranges				
		Stores Two Bbls Bread One do Baf. Pork Half do do sugar	Cabin Passengers Second Mate T. N. Bradlee Henry Mich. Smith jun. Smith	no Baggage		

John Cunneman.

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I John Vanneman do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Hannah Lady at the time of her sailing from the Port of New Orleans or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Young the Cap master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of New Orleans ~~except such as are now particularly specified and declared in the Abstract or Account herewith,~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear, that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that an Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 1 day of Nov 180 2

Sworn Before me [illegible] Collector

John Vanneman

1 December 1812

Stamford

Sir Thomas Bar

Thomas Barber

00241

Gen. Hospital Spring

Detroit

P.S.

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMBRY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Schooner Morning Star whereof Freeman Gardner is Master, burthen tons, built at bound to Philadelphia which Cargo was taken on board at Liverpool (Nova Scotia)

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Three hundred & twenty Bands Herring				
		One half Band do				
		Sixteen Bands Salmon				
		One half Band do				
		Eight do Mackrel	Freeman Gardner	Freeman Gardner	Liverpool	Philad.a
		Five Bands, Gurry				
		Eleven Bands Cod				
		One half do do				
		Three barrels do				
		Steerage passengers				no letters
		Mathew Cann				
No stores		Abra Stewart	Five hunter	Nov 1 1807		

Freeman Gardner

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Freeman Gardner do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Messing Sao at the time of her sailing from the Port of Liverpool (Nicholas) or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage, master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Liverpool N S. ~~except such as are now particularly specified and declared in the Manifest or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned; and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 1 day of Sept 1802.

Sworn Before me John Graff Collector

Freeman Gardner

2 November 1802

Manifest

Ship Maria Elizabeth

Francis Delth

00242

from Havana

Spanish.

288 17/95

6

P.S

Cal Gabriel

4/23/50

Geo. S.

[PRINTED BY JOHN BIDDLE, No. 85 CHESNUT STREET, FOR SAMUEL SHARP, SHIP-BROKER, No. [illegible] SOUTH FRONT STREET, PHILADELPHIA.]

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Ship Maria Elizabeth whereof Andrew Nelson is Master, burthen 269 tons, built at Nantucket bound to Philadelphia which Cargo was taken on board at Havanna

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
C q B ⊕ IDC q IDC PM C L		25 Hogsheads fine Brown Sugar 100 Serons Havana Segars &c &c 19 Hogsheads Brown Sugar 7 Barrels do do 10 Seron do do 30 Hogsheads Brown Sugar 10 Seron do do 10 Tierces fish Sweetmeat Orders Boxes do 7 Seron do Segars Orders Boxes Sweetmeat 10 Boxes jams do Thirteen Dozen Hats 5 Spice Boxes Segars 10 Nine pounds Chocolate	John Lawrence John Murdock R. I. Blan Celeste Clemens John Lawrence	Jonas Crawford & Co Joseph Donath & Co Stephen Donath Joseph Donath & Co John Lawrence	Philad.a	Philad.a
TB		Four Jars Tea four pounds Coffee Fifty do Sugar three Demijohns Wine part of a Cask Beef 10 do Beef	Passengers John B. Lowe & servant John Lawrence Thos Harper Jno Harper Martin Chase & servant	Eight Trunks one Trunk five Trunks Five Trunks one Trunk	Jonas Zebb Halifax, Boston Philadelphia Boston,	Elsewhere the port of Philad.a

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, and to whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, [illegible] description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Crew Stores, must also be inserted in the manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] the [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 2 day of [illegible] 1802

[illegible] Before me [illegible] Collector

[illegible]

2 Dec. 61 1812

Mansfield,

00243

Shaft Clay

Henry Gunter

Jem Chalmeque

Reg Shaft

1864

PS

[PRINTED BY JOHN BIDDLE, No. [illegible] CHESNUT STREET, FOR SAMUEL [illegible], SHIP-BROKER, No. 139, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Mail — whereof Henry Lander — is Master, which Cargo was taken on board at Martinique burthen tons, built at in the State of Massachusetts and owned by Willson & Co. Smith Merchants at Philad. as per Register granted at Philad. the day of and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		One hundred & fifty nine Hogsheads Molasses	Francis Gervais	Willson & Smith & Smith	Philad.	Philadelphia
		Seventy seven Puncheons Rum	Jos. Thibaudeau	Willson & Smith & Smith	do	do
	1 to 18	Eighteen Hogsheads Sugar				
DBM	1 to 5	Five Hogsheads do	Dette	Willson & Smith	do	do
F	1 to 11	Four Hogsheads do				
FF	1 to 11 & 15	Fourteen Hogsheads do				
	3 11					
SC	1 2 4 6	Eleven Hogsheads do				
	7 11 14 16	Eight Pieces do				
	3 11 15 17	Eight Barrels do	Bailey & Frere	Jno. Cranston	do	do
	10 to 11	Twelve Barrels do				
	1 to 14	Fourteen Hogsheads Coffee				
	1 to 11	Eleven Bags do				
	1 to 5	Five Hogsheads Sugar				
LH		Eleven Barrels Lemons	Lewis Martin	Dette	do	do
		Twenty Boxes Conserves				
		Three Cases Cordial Sweetmeats	Lewis Martin & Co.			
CB		One Case	Dette	Dette	do	do
SC		One Case				
W	19	One Case Fruit				
MF	19 23 6 25 61	Seven Hogsheads Sugar				
	63					
	63 64 62 60 57	Twelve Barrels do	Bailey & Frere	for Garrett Dutilh	do	do
	65 66 67 59					
	61 57					
G & G	1 to 7	Seven Hogsheads do	B. Gagnon	Dette	do	do
	11 & 12	Two Barrels do				
LC		Two Cases Cordials	Louis Martin	Louis Crapier	Chas. Prime	do
		One Puncheon Rum	Henry Hunter	Henry Hunter	do	do
		One Box Sweetmeats	John Jermon	John Jermon & Thomas Jermon	do	do
		One Barrel Fruit				

NOTE. If any articles of the Original Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

Sugar	1	Two Puncheons Rum	Bailey	Prentiss & Bell	Thos. W. Hunter
Sugar	1	Two Hogsheads Molasses	Dette	Hamilton & Bell	
				Hon. Bell Brad.	

District of Philadelphia.

I Henry Hunter do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Mars at the time of her sailing from the Port of Martinique or which have been laden ~~or taken~~ on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship Mars since her departure from the said Port of Martinique ~~except such as are particularly specified and declared in the Manifest on Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that an Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 2nd day of November 1802

Sworn Before me Thos Jeffery, Collector

Henry Hunter

this 2 day of November 1802

[illegible] COLLECTOR

2 November 1802

Received

00244

Sch & Documents

Thomas Langhead

from [illegible]

Ex "Pilot"

102 ⅔

Entered

4-15-1902

Sent to Moody

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the Schooner America whereof Tho Loughead is Master, which Cargo was taken on board at St Martins St Croix burthen 102 7/95 tons, built at Fairfield in the State of Connecticut and owned by Henry Sparks Jun Merchant at Philadelphia as per Register granted at Philadelphia the Ninth day of July 1801 and bound for Philadelphia

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.		BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Port of Destination.
SA	No 1 a 25	Twenty five Hogsheads Sugar	(St Croix)	Joseph Teel	Henry Sparks Jun	Philadelphia	Philadelphia
"	No 1 a 60	Sixty Barrels Sugar	2 do	do	do	do	do
"	No 1 a 17	Seventeen Puncheons Rum	3 (St Martins)	do	do	do	do
"	No 1 a 8	Eight Bales Cotton	4 do	do	do	do	do
AM	No 1 a 17	Seventeen Hogsheads Sugar	5 (St Croix)	Abraham Markoe Jun	Abraham Markoe Jun	do	do
SA	No 1 a 7	Seven Puncheons Rum	6 do	Mary Rufsel	Henry Sparks Jun	do	do
IBH	No 1 a 4	Four Barrels Sugar	7 do	Henry Rautch	Godfrey Haga	do	do
LS	No 1	One Puncheon Rum	8 do	Tho Loughead	John Saunders	do	do
"	No 1	One Bale Cotton	9 (St Martins)	do	do	do	do
"	1 a 2	Two Pots Tamarins	10	do	do	do	do
"	1 a 12	Twelve Cocoa Nuts	11	do	do	do	do
JG	No 1	One half Bbl Sugar	12 (St Croix)	do	do	do	do
SA	No 1 a 4	Four Barrels Sugar	13 [illegible]	John Acton	do	do	do
MM	No 1	One half Barrel Sugar	14 do	Mathew Masoner	Henry Sparks Jun	do	do

Passengers Baggage

Ship Stores half Barrel Bread half Firkin Butter [illegible] Ship Stores [illegible] Tho Loughead

Mary Rufsel Passenger [illegible]

Note. If any Articles of the Original Cargo are found to have been destroyed, specify by whom shipped outward, and to whom consigned inward.
The names of all the owners, during voyage, whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, [illegible] and Ship's Stores, must also be described in the Manifest.

PHILADELPHIA: Printed by T. & W. BRADFORD, No. 8 South Front Street.

District of Philadelphia.

I Thos Loughead do solemnly sincerely and truly Swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Americanus at the time of her sailing from the Port of Christiansted St Croix or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been During the Voyage Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner Americanus since her departure from the said Port of Christiansted ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further Swear that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further Swear that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise Swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that a Certificate or Endorsement has been delivered to me on my Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE this 2 day of December 1802 Thos Loughead

before me [illegible] COLLECTOR

2 November 1819

Stamford,

Brig William

Robert Lines

00245

for Windsor,

v

Raleigh

PS

Cancelled and
returned
4/17/1940

[PRINTED BY JOHN BIOREN, No. 68 CHESNUT STREET, FOR SAMUEL KEMPT, SHIP-BROKER, No. 123, SOUTH FRONT STREET, PHILADELPHIA.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Brig William whereof Roland Ames is Master, burthen 117 tons, built at Connecticut bound to Philadelphia which Cargo was taken on board at Wilmington

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
J M		Five hundred fifty eight Barrels Shad	Caspar Mooney	William Wray	Philadelphia	Philadelphia
		Forty five Sun Barrels Herrings	do	do	do	do
		Cabin Passengers				
		Thomas Flanning one Servant				no letter
		& Stanton Perdue, Wife & Child Farm Bags Bed & Bedding				
					Philadelphia Nov 2nd	
		Stores one Barrel flour				
		Pork do Beef & Pork				
		one do Fish				

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing the baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cargo Stores, must also be inserted in the manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] William at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] the [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith,~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 1802

[illegible] Before me [illegible] Collector [illegible]

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NAME OF VESSEL: SHIP CAROLINE

PORT OF EMBARKATION: HAVANA

DATE OF ARRIVAL: NOVEMBER 1, 1802

NUMBER: 239A

(PRINTED BY JOHN BIORN, NO. 88 CHESNUT STREET, FOR SAMUEL BERRY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.)

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, Navigating from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* Ship Carolina *whereof* Peter Foster *is Master, which Cargo was taken on board at* Havana *burthen* 92 *tons, built at* *in the State of* *and owned by* Peter Foster *Merchant at* Philadelphia *as per Register granted at* *the* *day of* *and bound for* Philadelphia

MARKS.	Numbers in Gross.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Eight hundred & eighty five Hides	Nich[s] Fortune	Nich[s] Fortune	Phila	Phila
		Five thousand four hundred & thirty Hides	Beman & Co	Ch[s] & Palmer		
		Five Bags Pellitas		Saw Thum		
		Do do do				
		Five do do	S Seymour	S Seymour		
		Four do do	J & J Rose	Duge Murphy	New York	
		Twenty pcls Sweetmeats	Geo McSwiney	Geo McSwiney	Charleston	Charleston
		Twenty Boxes Cigars			New York	
		Fifty do do				
		One Box Mach Sugar	J & P Farrell	M & J Farrell	Phila	
		Eight Boxes Sugar	Geo McSwiney	Geo McSwiney		
		Passengers, Mr Cady	Wm Porteus	A Renaud	New York	
		Mr Soor	Chas Clark		John S Rose	
		Geo McSwiney & Servant	[illegible]			
		John J Blanc	[illegible]			
		Mich[l] Fortune	[illegible]			
		Mrs C Farrell	[illegible]			
		Mary C Farrell	[illegible]	M Farrell	Nov 1 1802	
		S Seymour	[illegible]			
		Mr Spence	500 bunch			
		Boy Manuel	[illegible]			
		S Renaud — Servant	200 bunch			

Peter Foster

Note. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

11-C

List of Baggage belonging to the Passengers

To the Gen. Hospital

Mr J. F. Blum — 2 Trunks, 1 Writing Desk, 1 Dressing case, 1 Bed Bag, 1 Bedding

Mr S. Seymour — One Trunk

Mr Joseph Spence — Three Trunks, 1 Bed & Bedding

Mr Michael Sullivan — 1 Chest, 1 Bed & Bedding

Mr Samuell — 2 Trunks, 1 Bed & c

Mr Sant — 1 Trunk

Mr Carty — 1 Trunk

Mr Samuell — 2 Trunks

Nov 3rd 1862

11A

District of Philadelphia.

I do solemnly, sincerely and truly that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this day of, 180

Before me Collector

113

[redacted]

NAME OF VESSEL:	SCHOONER FLOWER
PORT OF EMBARKATION:	ST. KITTS AND TURKS ISLANDS
DATE OF ARRIVAL:	NOVEMBER 13, 1802
NUMBER:	246

[redacted]

Printed by Wm. Young, No. 13 South Second street, Philadelphia.

FORM of a REPORT and MANIFEST for a **Ship** or **Vessel** of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the [illegible] whereof [illegible] is Master, which Cargo was taken on board at [illegible] Burthen [illegible] Tons, built at [illegible] in the State of [illegible] and owned by [illegible] Merchant at [illegible] as per register granted at [illegible] the [illegible] and bound for [illegible]

[illegible]	Consignee	[illegible]	To whom consigned, or if to	Place of Consignee's [illegible]

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

12C

District of Philadelphia.

I Jonathan Fuller do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] Farmer at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] the [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] [redacted] ~~particularly specified and declared in the Abstract or Accounts herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 13 day of [illegible] 180[illegible] Jonathan Fuller

[illegible] Before me [illegible] Collector

15 December 1802

Manifest

00247

Geh Olive Branch

Silvester Milligan

Capt. Atlantique

Reg. Philad.

G.O. 38/95

Recd & indorsed 7-16-4 1 pm

[PRINTED BY JOHN BIOREN, NO. 83 CHESNUT STREET, FOR SAMUEL SMITH, SHIP-BROKER, NO. 139, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Schooner Olive Branch whereof Silvester Williston is Master, which Cargo was taken on board at Martinique burthen 90 ⁹⁄₁₀ tons, built at Cape May in the State of New Jersey and owned by Pearson Learning and Recompence Hand Merchants at Cape May as per Register granted at Philadelphia the 4 day of May 1802 and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		Twenty puncheons Rum Jeremiah Wilder ten Twenty hogsheads Molasses John Gardner ten Thirteen Tierces do Six hundred Oranges [illegible] — six to S. B. Lewis [illegible] — six to [illegible] Five hundred — do to John Edwards	Silvester Williston	John Gardner Jr.	Philadelphia	Philadelphia
		Cabin passenger Robert Tate	One trunk One trunk } Bedding			
		No Stores				

No impediment
letter dated post office

Nov. 16. 1802

Silvester Williston

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Solomon Willistor do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Olive Branch at the time of her sailing from the Port of Washington or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been Danny Mc Cayne master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Washington [redacted], and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 15 day of Nov 180 2

Sworn Before me [illegible] Collector

Solomon Williston

NAME OF VESSEL: SHIP CORNELIA

PORT OF EMBARKATION: BRISTOL

DATE OF ARRIVAL: NOVEMBER 15, 1802

NUMBER: 248

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo taken on board the [illegible] Capt. [illegible] whereof Francis Ellis is Master, [illegible] tons, built at Fortland, bound to [illegible] whereof Cargo was taken on board at Boston

Marks.	Numbers in the

District of Philadelphia

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains, to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge or [illegible] That I am at present, and have been [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~[illegible]~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all those I now have, or have had that any way relate to the Cargo of the said Vessel and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Vessel and Crew, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by me or the owners, or for sale or for any other purpose than as stops mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further [illegible] that if I shall discover, discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make the report thereof, to the Collector of the Port or District of Philadelphia, and I do hereby [illegible] that all matters whatsoever in the said Report and manifest contained, are to the best of my knowledge and belief true and true. I further [illegible] that [illegible] Officers of the Customs have specified to me a copy [illegible] of the manifest of the Cargo on board the said Vessel, and that no Goods or other Cargo has been delivered to me or any manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, [illegible] 18[illegible]

[illegible] Before me [illegible] Collector

[illegible]

13 E

NAME OF VESSEL:	**SHIP MISSOURI**
PORT OF EMBARKATION:	**CANTON**
DATE OF ARRIVAL:	**NOVEMBER 16, 1802**
NUMBER:	**249**

[PRINTED BY JOHN SIGREN, No. 88, CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship* [illegible] *whereof* Wm Vickary *is Master, which Cargo was taken on board at* Canton *burthen* 206 7/95 *tons, built at* Phila *in the State of* Penna *and owned by* William [illegible] *Merchants at* Phila *as per Register granted at* Phila *the day of and bound for* Phila

MARKS.	Numbers in-	PACKAGES & CONTENTS

	[illegible]	[illegible]	[illegible]	
	Robert [illegible]			
	John Hickson			
	[illegible] Hearn Assault			
	[illegible]			
	[illegible] Boyce Cooke			
	[illegible]			
	[illegible]			
	[illegible]			
	John Saunders Hearn Assault			
	[illegible] Boyce Cooke			
	[illegible] Walter Dent	John Hickson	John Hickson —	
	[illegible] Bedding			
				no information [illegible] [illegible]

District of Philadelphia.

do solemnly, sincerely and truly that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the at the time of her sailing from the Port of or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said since her departure from the said Port of ~~except such as are now particularly specified and~~ declared in the Abstract or Account herewith; and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further that Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTOR'S OFFICE, this 16th day of 180 7

Before me Collector.

14 E

16 November 1862
Steamport,
Brig Herald 250
John Dove 00250
San Guadalupe

K.

PS.

3

Card indexed
by
7/2/1940

Printed for Wm Vinson, No. 41 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the Bay Hiram whereof John Dove is Master, which Cargo was taken on board at Rio de Guadalupe Burthen 185 Tons, built at Connecticut in the State of Connecticut and owned by Jeffry Gates Merchant at Salem as per register granted at Salem the twenty first day of [illegible] 1802 and bound for Philadelphia:

Entered Outward

Cases Sugar 1 [illegible] Barbados Molasses this Trunks 1 [illegible] Cases [illegible] Challenges 1 [illegible] Small Case Brown Case 1 [illegible] Cargo [illegible] Pipes 1 [illegible] Madeira Wine Trunks 1 [illegible] Pitching Pots

Entered Inward

Cases Hides 1 [illegible] gallons Brandy 1 [illegible] Cases Wine forty pounds Coffee Whole five pounds Sugar [illegible] Bag [illegible] Trunk 1 Case 1 [illegible] Coffee [illegible] Accounts

Note. If any articles of the cargo [illegible] are [illegible] and [illegible] and inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passenger, with the [illegible] and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Food and Cabin Stores, must also be inserted in the Manifest. [illegible]

Form of the Oath or Affirmation to be made by Captains of Vessels from FOREIGN PORTS.

I John Dove do solemnly, sincerely and truly Swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Bay Hiram at the time of her sailing from the Port of Guadalupe or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Bay since her departure from the said Port of Guadalupe ~~except such as are now particularly specified and declared in the Above or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Bay for the use of the Officers, Crew and Passengers there of, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that ~~no~~ Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that ~~no~~ Certificate or endorsement has been delivered to me on ~~any~~ Manifest of such Cargo. So HELP ME GOD.

Sworn before me, this 16 day of November 1802.

John Graff Jr COLLECTOR.

John Dove

[illegible]

[illegible]

[illegible]

00251

[illegible]

[illegible]

[illegible]

142

PS

Certificate of [illegible]

[illegible]

Pass. 142

[illegible]

[illegible] James Cheape

[illegible] Potomac 14th

[illegible] Passengers with their Baggage viz —

[illegible]	Between Decks	one trunk
[illegible]		one chest
[illegible]		one portmanteau
[illegible]		Nothing
John Eades		one portmanteau
[illegible]		one portmanteau
[illegible]		Nothing
[illegible]		Nothing
[illegible]		Nothing
Schroeder		Nothing
Caspar [illegible]		one chest
William Klipf	Steerage	one portmanteau
Jacob Schiedt		one trunk & portmanteau
J. G. Meyer		Nothing
Michael Hang		Nothing
George Pitz		one portmanteau
Christian Koch		one trunk
Henry Christ Martens		Nothing
Benjamin Ferry		one portmanteau
Martin O'Rourkes		one portmanteau
John Henry Geise		Nothing
John Gottfried Geyer		Nothing

John Adam Miller	steerage	nothing
Wm. Cook	steerage passengers	in basket 1 Basket
do		
do		
Diedrich Sommer	steerage	in basket
Wilhelmina Sommer		
Saml Friedrich Sommer	steerage Deck	Nothing
Peter A. Olgiate		
Giovan Giacomo Olgiate		Nothing
Martin Starley	steerage	in basket filled with
Antonio		nothing
Henry Lenz	between Decks	in chest filled with Merchandise
John Sebastian	steerage	in chest
his Wife		
John Seiler	Steerage Deck	nothing
John Peter Wm. Seltzer		nothing
Thomas F. Trinkhall	steerage	in bag
John Wolfgang Kind	Steerage Deck	nothing
Rudolph Kellmann		nothing
John Rudolph Bergdemann		in basket
Saml Rudolph Meyer		Nothing
Charles Stock		Nothing
Hermann Saml		Nothing

Friedrich Muelemann	between decks	in box
John Walter		1 trunk
Wilhelm Walter		1 trunk
Samuel Lucius Wife Children		two trunks
Peter Bingold		Nothing
Friedrich Mellmann		Nothing
Philipp Mergelthor		nothing
John Michael Schatz		in Merchandise
Charles Bockenhagen		Nothing
Henry Meyer		Nothing
Matthias Sons STARS		Nothing
Jonas van Tensen		Nothing
Henry Ludwitz		Nothing
John Buchmann		Nothing
Rudolph Zambuchs		one chest
Isaac Jacobs		one Basket
Christian Klaus & Wife		Nothing
John H. Sievening		Nothing
Solomon Philip		one chest
John Henry Sachl		in Merchandise
John Henry Schultz		one Merchandise
Rudolph Thum		one bag

Abraham James Schultz	between decks	Nothing
J. D. Daniel		one Chest
Henry Müller		one Portmanteau
William Jones		Nothing
Klaus Schiffer		one Bag
Henry Brown		Nothing
Thomas J. Fuller		Nothing
John Koch		one Bag
Friedrich Meyer		one Bag
Bergman		one Trunk
August Dreschhuck		one Bag
Saul Sailor		one Chest
Ernst Joseph Kiel		one Bag
Johanna Steinen		Nothing
Gottlieb Snyder		Nothing
Johanna de Noth	Steerage	one Basket
John Henry Pehns	between decks	one Bag
Friedrich Johnson		one Chest
Charles Emanuel Marks		Nothing
Herman Buckhorst		one Bag
J. Reinhard Pilgeman	Steerage	one Chest
Conrad Kramer	between decks	one Portmanteau
G. Angelger		Nothing
Wilhelmina van Galen	Steerage	one Basket

Gerhard Bernhausen	Steerage	one Bag
Andreas Siemens	between decks	one Chest
Peter		Nothing
Jacob David		one Basket
John Paul		one Trunk
G. R. Gerst		one Trunk
Anton Albert		Nothing
Anna Schlueter	Steerage	one Basket
Frank Beier	between decks	one Trunk
William Melius		one Chest
Philip Kuhner		Nothing
Georg Theis Pabst		one Portmanteau
Antony Angel		one Chest
Henry Ehling		one Chest
Saul Greenwyer		one Portmanteau
Martin Antony		Nothing
Christ Henry Dems		one Portmanteau
J. C. Danegen		Nothing
Michael Stiegel		one Trunk
Friedrich Meyer		one Trunk

Philipp von Tyssen	Steerage	nothing
Wife		
B. Stamm	between Decks	Nothing
Charles Sautine	Steerage	nothing
Maria Sophia Sautine		
George Sauer		one Portmanteau
von Jordesch		Nothing
Peter Montrimas		Nothing
John Walter		Nothing
William Grossman		one Chest
Peter Rufferman	between decks	Nothing
Antonie Grossman		Nothing
Fr. Schmidt		Nothing
W. Kempfer		Nothing
Paul Kistlich		Nothing
John Zuther		one Trunk & one Portmanteau
Charles Buchner		one Portmanteau
B. F. Kuefer		Nothing
Jacob Becker		one Portmanteau
John Frey Schmidt		Nothing

Philipp Fell	between decks	one Portmanteau
John Sander		one Portmanteau
John Becker		Nothing
Caspar Koch		Nothing
Jacob Koch		Nothing
John Andrew Mentzel		Nothing
Schmidt		Nothing
F. G. Freygel		one Chest
J. F. Freygel		Nothing
Marie Stolzmann	Cabin passenger	nothing
Mathe Kessler	Cabin	[illegible]
Franz Burkhardt	between decks	Nothing
Sebastian Sterner		one Portmanteau
Caroline Schultheiss	Cabin passenger	one Trunk
Naatje Krous	Cabin	one Chest
Jancy Nebling	Cabin	nothing
C. B. Tollmeiler	between decks	one Portmanteau
F. Bauer		one Chest
F. Lusenbrink		one Portmanteau

Alan Dorberg	between decks	one portmanteau
George Schmoltz		one Trunk
Peter Meng		N. thing
Paul Boysobo		Nothing
George Dill		Nothing
Henry Kirby		one portmanteau
Ingelbrecht Scheibaum		one Bag
G. F. Boyer	Cabin	bills lon
Charles Fisser	between decks	Nothing
[illegible]		one Trunk
Caroline Tuterberg	Cabin passenger	one basket

no imprisonment
letters delivered post office

John Moore

Note | *In an articles of the Outward Cargo [illegible] specifying by whom shipped outward, and to whom consigned inward.*
The Names of all passengers, [illegible] with the description and number of packages containing their baggage, or the tools, or implements of a mechanical trade, and the vessel and cabin stores, must also be inserted in the Manifest.

Form of the Oath or Affirmation to be made by Captains of Vessels from FOREIGN PORTS.

I John Moore do solemnly, sincerely and truly Swear — that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Ship Jacob at the time of her sailing from the Port of Amsterdam or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of lading signed for the same by me, or with my knowledge: That I am at present, and have been Swear — Master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship since her departure from the said Port of Amsterdam ~~except such as are now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had, that any way relate to the Cargo of the said Vessel; and I do further Swear that the several Articles specified in the said Manifest, as the sea-stores for the cabin and vessel, are truly such, and were bona-fide put on board the said Ship for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of merchandize, or for sale, or for any other purpose than above-mentioned, and are intended to remain on board for the consumption of the said Officers and Crew: I further Swear that if I shall hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize, of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Sworn before me, this 17 day of November 1802

[illegible] COLLECTOR

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NAME OF VESSEL: SNOW HERO

PORT OF EMBARKATION: WINDSOR, N. S.

DATE OF ARRIVAL: NOVEMBER 18, 1802

NUMBER: 252

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

PRINTED BY JOHN [illegible], NO. [illegible] [illegible] STREET, FOR SAMUEL SMITH, SHIP BROKER, NO. [illegible] [illegible] FRONT STREET, [illegible]

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and Manifest of the Cargo laden on board the new Sloop whereof John Higgedge is Master, burthen 148 tons, built at St Johns — bound to Philadelphia which Cargo was taken on board at Sambro, & to cons[illegible]

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or to Order	Place of Consignment, or Residence	PORT OF DESTINATION
		Six hundred & twenty tons plaister paris	[illegible] Springfield	[illegible]	Philad[a]	Philad[a]
		Labor Lafargue				
		Mr Allegre —	no bargain			
		Mr Springfield —	do —			
		Sechus				
					Philad[a] Nov[r] 18 1802	Letter [illegible] Master
					John Higgedge	

NOTE. If any articles of the Contained Cargo are brought back, they are to be detailed, specifying by whom shipped outwards, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages contain ng their baggage, or the tools, or implements of a mechanical trade, and the Crew and Cabin Stores, must also be entered in the manifest.

15C

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 18 day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector [illegible]

15 B

15 November 1812
Manifest,

Thos Fairchild
Charles Hooker
Jam. Sherman

CC253

not Regd
remoty Cl le Italy

2

P.S.

Card endorsed
2 pages
4/12/1940

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Five American whereof Charles Woodbe is Master, which Cargo was taken on board at Surinam — burthen 152 ⅞ tons, built at Connecticut in the State of and owned by Jam's L Greene Merchant at Concord as per Register granted at the day of and bound for Philad.

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
		One hundred & thirty one hogsheads sugar	D. Bard	D. Bard & Bud	New York	Philad.
		Fifteen Barrels do		J. H. C. Hunecken		
		One hundred Oranges	Chs Woodbe	Chs Woodbe		
		Three Elephants Teeth	John Boyd	John Boyd. J. H. C. Hunecken		
		Cabin passengers				
		Adam D. Bard	One Black Bastard			
		John Bard	One do			
		Stores				no impediment
		One Barr Rum				letter this post office
		One Gall Rum		Philad. Nov 15 1802		
		after report				
		One Box Sweetmeats	J. H. C. Hunecken Jacob Pillenger			Charles Woodbe

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I Chs Woodster do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Sarah Jameson at the time of her sailing from the Port of Cumana or which have been laden or taken on at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, the same by me, or with my knowledge: That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship since her departure from the said Port of Cumana ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 18 day of June 1802

Sworn Before me John Geoff Collector

Charles Wood

22 November 1802

Manifest

00254

Brig Hope

Charles Florance

from St Pierre Martinique

not Reg

owned by Collectly

[illegible] 73 tons

Cert Entered

4/23/40

[illegible]

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMBEE, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

Not reported

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Hope — whereof James Freeman is Master, which Cargo was taken on board at St Pierre Martinique burthen 73 — tons, ~~[illegible]~~ of C and owned by David Gallagher Merchant at Phila. as per ~~Register~~ Sea Letter granted at Phila. the 14th day of Aug. 1802 and bound for Martinique*

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
Mark	—	Seventy Six Hhds Thirteen Tierces Molasses	Ed. Dunkin	David Gallagher & Co	Phila.	Phila.
BK	—	Thirty Barrels Noyau	ditto	do	do	do
		Passengers Edward Dunkin James Fuller — Baggage in Trunk			Phila. 22d Nov. 1802	G. Williams
		Three Hdls Brown Sugar		Edward Dunkin		

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel's Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I, J. Florance do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Hope at the time of her sailing from the Port of St. Pierre Martinique or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of St. Pierre Martinique ~~except such as are particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers & Crew ~~and Passengers~~ thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that an Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 22d day of Nov. 1802

Sworn Before me John Graff Jr Collector

C. Florance

NAME OF VESSEL: SCHOONER LYDIA

PORT OF EMBARKATION: HALIFAX

DATE OF ARRIVAL: NOVEMBER 22, 1802

NUMBER: 255

PRINTED BY JOHN BIORN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. [illegible] SOUTH FRONT STREET, PHILADELPHIA.

No. 2. *Form of a Report and Manifest for a Foreign* **Ship** *or* **Vessel** *from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board the Schooner Lydia whereof Geo. Koch is Master, burthen [illegible] tons, built at Lunenburg N.S. bound to Philadelphia, which Cargo was taken on board at Lunenburg*

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Port of Destination.
		Twenty — Boxes Herrings	S. [illegible]	Geo. Koch	Lunenburg	Philadelphia
		Fifty Kegs Do	Do	Do	Do	Do
		[illegible] Barrels Mackerel	Henry [illegible]	Do	Do	Do
		[illegible] Barrels Do	Do	Do	Do	Do
		[illegible] Barrels Do	Do	Do	Do	Do
		[illegible] of Oil Do			Do	Do
		[illegible] Barrels Mackerel	Francis Stevens	Igor Stevens		Do
		[illegible] Barrels Do	William [illegible]	Igor Stevens	Lunenburg	Do
		[illegible] Do	Do	Do	Do	Do
		[illegible] Barrels Scale Fish		Geo. Koch	Lunenburg	Do
		[illegible] Barrels Do	John [illegible]	Do	Do	Do
E S		Sixteen Half Barrels Do	Do	Do	Do	Do
		[illegible] Barrels Do	Do	Do	Do	Do
		[illegible] Kegs Do	Do	Do	Do	Do
		Twenty four Casks Do	Do	Do	Do	Do
		Cabin Stores — [illegible]				

Philadelphia Nov. 20th 1841

Geo Koch

Note. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom exported outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade; and the Papal and Cabin Stores, must also be entered in the manifest.

16C

District of Philadelphia.

George Ross do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Lydia at the time of her sailing from the Port of Bordeaux or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Cruise master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Bordeaux ~~[illegible]~~ ~~[illegible]~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on my manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 22 day of Nov. 1802.

Before me Thos Fitzsimons Collector

Geo Ross

16 B

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NAME OF VESSEL: SCHOONER LYDIA

PORT OF EMBARKATION: HALIFAX

DATE OF ARRIVAL: NOVEMBER 22, 1802

NUMBER: 255

PRINTED BY JOHN BIORAN, NO. 52 CONCORD STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. [illegible] SOUTH FRONT STREET, PHILADELPHIA.

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the [illegible] whereof [illegible] is Master, burthen [illegible] tons, built at Lunenburg N.S. bound to Philadelphia which Cargo was taken on board at [illegible]

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
		[illegible] — Boxes [illegible]	[illegible]	Geo. Rich	[illegible]	[illegible]
		[illegible] Kegs Do —	[illegible]	Do	Do	Do
		[illegible] Barrels [illegible]	[illegible]	Do	Do	Do
		[illegible] Barrels [illegible]	Do	Do	Do	Do
		[illegible] of C.S. [illegible]	Do	Do	Do	Do
		[illegible] Barrels [illegible]	[illegible]	Igoe Stevens		
		[illegible] Barrels [illegible]	[illegible]	Igoe Stevens	do Wray	Do
		[illegible] Barrels [illegible]	Do	Do	Do	Do
		[illegible] Barrels [illegible]	[illegible]	Geo. Rich	Lunenburg	Do
		[illegible] Barrels [illegible]	Do	Do	Do	Do
		[illegible] Barrels [illegible]	Do	Do	Do	Do
		[illegible] Barrels [illegible]	Do	Do	Do	Do
		[illegible] Kegs [illegible]	Do	Do	Do	Do
		[illegible] Casks [illegible]	Do			
		[illegible] Sponges [illegible]	[illegible]		Philadelphia	[illegible]
		[illegible]	do			
		[illegible]	do		Geo Rich	[illegible]

NOTE. If any articles of the Outward Cargo are brought back, they are to be described, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, as the trade, or implements of a mechanical trade, and the Vessel and Cargo Stores, must also be inserted in the Manifest.

16C

District of Philadelphia

[illegible] that [illegible] and [illegible] to the Collector of the District of Philadelphia, according to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] on the time of her sailing from the [illegible] which have been taken on board at [illegible] and that the Packages of the said Goods are as particularly described as in the bills of Lading signed for the same by me, or with my knowledge. That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been taken, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible]

[illegible] and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Officers and Crew, are truly such, and were bona fide put on board for and [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are now intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are bona fide intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief true and true. I further [illegible] that [illegible] Officers of the Customs, has supplied for an inspection of the manifest of the Cargo on board the said Vessel; and that no Certificate or endorsement has been delivered to me in any manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, [illegible] 22 [illegible] 1802.

[illegible] Before me [illegible]

[illegible]

16 B

NAME OF VESSEL:	SCHOONER PROVIDENCE
PORT OF EMBARKATION:	SHELBURNE, N. S.
DATE OF ARRIVAL:	NOVEMBER 23, 1802
NUMBER:	256

No. 2. FORM OF A REPORT OF MANIFEST OF A FOREIGN Ship or Vessel, from a FOREIGN PORT

Report and **Manifest** of the Cargo taken on board the Schooner Providence whereof [illegible] is master, [illegible] Seventy one tons built at [illegible] bound to [illegible] which Cargo was taken on board at [illegible] Shelburne [illegible] Scotia

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom Shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Port of Destination.
M	144	One hundred & forty four barrels of mackarel	Robert Thurston	Murdoch McDonald		Philadelphia
H	152	One hundred & fifty two barrels of Herrings	"	"	"	
S	51	Fifty one barrels of Salmon	"	"	"	
C	10	Ten barrels of pickled Cod Fish	"	"	"	
CM	5	Five casks containg 38 quintals of Dry Pollock	"	"	"	
	1	One Cask containg 4 quintals of Cod Fish	"	"	"	
CO	23	Twenty three barrels of Scale Oil	"	"	"	
G	2	Two Barrels of Gulls	"	"	"	
	11	Eleven Quintals of Dry Cod Fish in Bulk	"	"	"	
	2	Two Barrels of Potatoes	"	"	"	
	1	One Bag Rabbit Skins	"	"	"	
		James Cox Cabin Passenger with his Trunks & one Liquor Case		Bedding		
		Mrs Tubbin & her two Sons John & William a Trunk & their two Liquor Cases		Bedding & Large Sorting		Cap & Sailing Household Furniture
Sea stores		half bag of Bread a little Pork a little Beef				

Form of the Oath or Affirmation to be made by Captains of Vessels from FOREIGN PORTS.

I Murdoch McDonald do solemnly, sincerely and truly swear (or affirm) that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief a true and true Account of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Schooner Providence as the time of her taking from the Port of Shelburne or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as the time of taking signed for the same by me, or with my knowledge. That I am as perfect, and have been Master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever conveyed from on board the said Schooner Providence since her departure from the last Port of Shelburne ~~except such as are particularly specified and contained in the Accounts or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had, that any way relate to the Cargo of the said Vessel, and I do further swear (or affirm) that the several Articles specified in the said Manifest, as the sea stores for the officers and crew, are truly such, and were bona fide put on board the said Schooner Providence for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of merchandize, or for sale, or for any other purpose than those mentioned, and are intended to remain on board for the consumption of the said Officers and Crew. I further swear (or affirm) that if I shall hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize, of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear (or affirm) that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief, all and true. I further swear (or affirm) that if an Officer of the Collector has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of said Cargo, [illegible] as aforesaid.

Sworn (or affirmed) to before me this 18th day of November 1802.

[illegible] Collector.

Murdoch McDonald

178

5

178

30 December 1812

Allmanfort,

00257

Mechanary

Henry Hurford

from Halifax

Bulot

5/4

[PRINTED BY JOHN RIDDLE, No. 84 CHESNUT STREET, FOR SAMUEL SHERT, SHIP-BROKER, No. 120, SOUTH FRONT STREET, PHILADELPHIA.]

No. 2. **Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.**

Report and Manifest of the Cargo laden on board the Schooner Mary whereof Henry Hurford is Master, burthen Seventy four tons, built at Lunenburg bound to Philadelphia which Cargo was taken on board at Halifax Nova Scotia

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, [redacted].	Place of Consignee's Residence.	PORTS of DESTINATION.
WB	249	Eighty nine Barrels of Mackarel	William Barnett	Henry Hurford	Halifax	Philadelphia
	50	Fifty half Barrels of Pollo				
	2	Two Casks of Oil				
S.C.	80	Eighty six Barrels of Mackarel	Simon Crabs	John Jones	Philadelphia	Philadelphia
	2	Barrels of Oil				
		Steerage Passenger		Philadelphia	November 21	1807
		Wm Wilson	no package or baggage	Henry Hurford		
		Shew Expanded				no letters

NOTE. If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cargo Stores, must also be entered in the manifest.

District of Philadelphia.

I Henry Hanford do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Mary at the time of her sailing from the Port of Philadelphia or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Philadelphia ~~except such as are now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to him on the manifest of such Cargo.

SO HELP ME GOD.

Collectors Office, this 26 day of November 1802

Before me Collector

Henry Hanford

NAME OF VESSEL: SCHOONER THETIS

PORT OF EMBARKATION: ST. THOMAS

DATE OF ARRIVAL: NOVEMBER 29, 1802

NUMBER: 258

[PRINTED BY JOHN FENNO, NO. 5, CEDAR STREET, FOR THE SECRETARY OF STATE, AND SOLD AT NO. 119, SOUTH FOURTH STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Schooner Stella whereof W. Macready is Master, which Cargo was taken on board at St. Thomas burthen 96 tons, built at in the State of Virginia and owned by [illegible] Merchant at Norfolk as per Register granted at Philadelphia the 5 day of August and bound for Philadelphia.*

MARKS.	Numbers in Margin.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
W.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MW	[illegible]	[illegible]		[illegible]		
JA	[illegible]	[illegible]		James [illegible]		
SD	[illegible]	[illegible]		[illegible]		
PL	[illegible]	[illegible]		[illegible]		
		[illegible]		[illegible]		
		[illegible]		[illegible]		
		[illegible]		[illegible]		
M	11	Six Cans Claret Wine imported in the Schr. Stella from Bordeaux in July last and with the knowledge [illegible]	[illegible]	W. Macready		
		[illegible]		[illegible]		
		Cabin Passengers		Stews Expences	Philad.a Oct.r 29 1802	
		[illegible]				
		[illegible]		[illegible]		

NOTE. *If any portion of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the margin.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] except ~~such as are more particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

Before me [illegible] Collector [illegible]

18[illegible]

29 November 1812

Memphis

00253

Pvt Joseph Deamy

of Arthur Watson

Com'd at Republican

Reg't Chicago

12/54

Cur'd Inv'd defd

Pass

4.11.1940

List and Manifest of the Cargo taken on board the Brig Joseph & James whereof Arthur Watson is Master which Cargo was taken on Board at Fort Republican burthen 124 tons 54/95 built in Hyde County in the State of North Carolina and owned by Joseph Donath & Co. Merchants at Philadelphia as per Register granted at Philadelphia the 28th of May 1802 & bound for Philadelphia.

Marks	Numbers	Packages & Contents	By whom Shipped	to whom Consigned	Port of Destination
MP	1 a 25	Twenty five Hhds. Coffee	Peter Constantin & Co	James M. Phail	Philadelphia
MN	1 a 37	Thirty seven Do — Do	"	Montgomery & Neubold	"
IDC	1 a 32	Thirty two Do. Molasses	"	Joseph Donath & Co	"
"	"	141 75 lbs Logwood	"	"	"
"	1000	One thousand Oranges	"	"	"
+		Two Trunks, Three Matrasses } Passengers Baggage		Arthur Watson	
		No Stores			
+ cont:		Elizabeth Taylor, Cabbin Passenger			

November 1802

non-performance
letter date post office

Arthur Watson

District of Philadelphia.

I, Adam Watson do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Joseph & James at the time of her sailing from the Port of Port Republican or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Port Republican ~~except such as are more particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

Before me [illegible] Collector

Adam Watson

NAME OF VESSEL:	BRIG UNION
PORT OF EMBARKATION:	ST. BARTHELEMY (ST. BARTHOLOMEW)
DATE OF ARRIVAL:	NOVEMBER 30, 1802
NUMBER:	260

Printed for Wm Young No. 32 South Second Street, Philadelphia

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the Ship [illegible] whereof [illegible] is Master, which Cargo m[illegible]
[illegible] Burthen [illegible] Tons, built at in the State of [illegible] and owned by [illegible]
[illegible] Merchant, at [illegible] as per register granted at [illegible] the [illegible] and bound for [illegible]

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.
BV	1 to 50	[illegible] Cowhides of Stem	[illegible]	[illegible]	[illegible]
RH	1	[illegible] Ingot lead of Stem	do	[illegible]	do
		[illegible] Stem			
		3 Bbls [illegible]			
		7 Bbls Provisions			
		Cabin Stores			
		[illegible] Sack	[illegible]		
		[illegible]			

Alexander Thomas

Note. If any articles of the outward Cargo are brought back, they [illegible] be detailed, specifying by whom shipped outward, and to whom consigned inward.
[illegible] the names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

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N. 2. *Form of the Oath or Affirmation to be made by Captains of Vessels from* FOREIGN PORTS.

I [illegible] do solemnly, sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that no [illegible] Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no [illegible] Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

SO HELP ME GOD.

[illegible] before me, this 30 [illegible] day of [illegible] 1792.

[illegible] COLLECTOR.

Alexander Thomas

19 [illegible]

2 December 1812

Memphis,

Day & Ware

Comp January

from New Orleans

Day & Martin

9/11 52

261

00251

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Card indexed

5/7/1910

Printed for Wm. Young, No. 13 South Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a Ship or Vessel of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo laden on board of the Brig James — whereof James Grainsbury is Master, which Cargo was taken on board at New Orleans — Burthen 99 Tons, built at Milltown in the State of Massachusetts and owned by David H. Coes Merchant at Philadelphia as per register granted at Philada the 18th Day of July 1799 and bound for Philada.

Marks	Numbers	Quantity	Contents	Cost	Freight	Cash Advanced	Where Shipped
[illegible]			Cat. Tobacco (Cask [illegible]) Sent to Resale			Mark Cooper	[illegible]

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels* from FOREIGN PORTS.

I James Grainsbury do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Brig James at the time of her sailing from the Port of New Orleans or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of New Orleans ~~except such as are now particularly specified and declared in the Account co-Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

Sworn before me, this 2 day of December 1800

John Craig Jr. Collector.

So help me GOD.

James Grainsbury

day of 18

COLLECTOR.

00262

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Corrected
1/17/1940

Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest *of the Cargo laden on board of the* schooner Willo *whereof* Abel Curtis *is Master, which Cargo was taken on board at* St. Pierre *burthen* 135 *tons, built at* Freedom *in the State of* Massachusetts *and owned by* Abel Curtis *Merchant at* Freedom *as per Register granted at* Boston *the* 26 *day of* Dec. 1811 *and bound for* Philadelphia

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	Ports of Destination.
Produce of the United States		1 Cask Pickled Herrings				
		1 Barrel Pickled Eels				
		1 Barrel Pickled Mackerel	Abel Curtis	unknown	unknown	Philadelphia
Prop.		1 Bale Beaver & Coney Fur				
		Plaister of Paris				
		Many things the Crew wearing apparel				
		Total 5				

Note. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

PHILADELPHIA: Printed by T. & W. Bradford, No. 8, South Front Street.

District of Philadelphia.

I [illegible] do solemnly sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account~~ herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Manifest of such Cargo. Certificate or Endorsement has been delivered to me on [illegible]

SO HELP ME GOD.

COLLECTORS OFFICE, this 3 day of [illegible] 18

before me [illegible]

[illegible] COLLECTOR.

[illegible]

NAME OF VESSEL:	**SHIP FLORA**
PORT OF EMBARKATION:	**AMSTERDAM**
DATE OF ARRIVAL:	**DECEMBER 6, 1802**
NUMBER:	**263**

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo taken on board of the Ship Helen*
on board at Amsterdam, burthen 306 20/95 tons, built at Calcutta,
Helen Jay Merchants at Boston, as per Register granted at Boston, the 15 day of Dec. 1815 and bound for Nicolas.

whereof Helen Jay is Master, which Cargo was shipped
in the State of Massachusetts and owned by Ed. Lowell & Co.

BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.

Espagnol Mon

Ordonnance du Roi [illegible] les juges [illegible] les [illegible]

[illegible] les biens [illegible] appartenant [illegible] [illegible]

[illegible] [illegible] de [illegible] [illegible]

Rel 300 [illegible]

20C

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are more particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on any manifest of such Cargo.

SO HELP ME GOD.

Collector's Office, this [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

NAME OF VESSEL:	**SHIP EDWARD**
PORT OF EMBARKATION:	**BELFAST**
DATE OF ARRIVAL:	**DECEMBER 13, 1802**
NUMBER:	**264**

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the* [illegible] *whereof* [illegible] *is Master, which Cargo was taken on board at* [illegible] *burthen* 231 $\frac{4}{5}$ *tons, built at* [illegible] *in the State of* [illegible] *and owned by* [illegible] *Merchant at* [illegible] *as per Register granted at* [illegible] *the* [illegible] *day of* [illegible] *and bound for* [illegible]

MARKS.	Numbers inclosing.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.

Provisions
4 Salted Beef
4 do Pork
agreeable to Schedule
at anchor in the

21B

District of Philadelphia.

I [illegible] *do solemnly, sincerely and truly* [illegible] *that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the* [illegible] *at the time of her sailing from the Port of* [illegible] *or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been* [illegible] *master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said* [illegible] *since her departure from the said Port of* [illegible] ~~*except such as are now particularly specified and declared in the Abstract or Account hereunto*~~, *and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further* [illegible] *that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said* [illegible] *for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further* [illegible] *that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise* [illegible] *that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further* [illegible] *that* [illegible] *Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that* [illegible] *Certificate or endorsement has been delivered to me on my manifest of such Cargo.*

SO HELP ME GOD.

COLLECTORS OFFICE, *this* [illegible] *day of* [illegible] 180[illegible]

[illegible] *Before me* [illegible] *Collector*

15 December 1809

Manifest,

00275

Brig Lively Lass

(Thomas Hodge)

from St Croix

to Philad.

Stff

Form of a Report and Manifest for a Ship or Vessel of the United States, from Foreign Port.

Report and Manifest of the Cargo laden on board of the Brig Lively Lass whereof Phineas Elwell is Master, which Cargo was taken on board at St Croix burthen 204 tons, built at Philad.a in the State of Pennsylvania and owned by James Salmon & Co.s Merchant at Philadelphia as per Register granted at Philad.a the 15 day of May 180. and bound for Philad.a

The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the Manifest.

Passengers Baggage

Two Trunks & Cant Chest } David Walker
Bed & Bedding

Five Trunks &c } Mrs A. Lazar James Salmon
Three Cases

Stores

Five Barrels Bread
Two Barrels Salted Meat
One Ollay Hogshead Rum } James Salmon & Co
part of a Barrel Sugar
Six Bottles Wine
Three do.s Bottles Beer
One loaf Sugar
One pound Tea

Dec.r 18th 1802

Phin.s Elwell

no impressment
letter this post Office

PHILADELPHIA: *Printed by T. & W. Bradford, No. 8, South Front Street.*

District of Philadelphia.

I [illegible] do solemnly sincerely and truly [illegible] that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account of all the Goods, Wares, and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the Bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] Master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Manifest or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further [illegible] that the several Articles specified in the said Manifest, as the Sea Stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall, hereafter discover, or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscibed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia; and I do likewise [illegible] that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further that [illegible] Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or Endorsement has been delivered to me on [illegible] Manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 18[illegible] [illegible]

[illegible] before me [illegible] COLLECTOR.

NAME OF VESSEL:	SHIP NARCISSA
PORT OF EMBARKATION:	HAVANA
DATE OF ARRIVAL:	DECEMBER 16, 1802
NUMBER:	266

No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Ship Nassau whereof Peter Beebe is Master, Burthen 236 tons, built at Philadelphia bound to Philadelphia which Cargo was taken on board at Nassau

225

[illegible]

[illegible]

[illegible] 15th 1807

[illegible]

District of Philadelphia.

I [illegible] *do solemnly, sincerely and truly* [illegible] *manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia* [illegible] *to the best of my knowledge and belief, a just and true account of all the Goods, Wares and Merchandise* [illegible] *including Packages of every kind and nature whatsoever, which were on board the* [illegible] *at the time of her sailing from the Port of* [illegible] *or which have been laden* [illegible] *on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been* [illegible] *master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said* [illegible] *since her departure from the said Port of* [illegible] *except such as are* [illegible] *particularly specified and declared in the Manifest* [illegible] *hereunto, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further* [illegible] *that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said* [illegible] *for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew. I further* [illegible] *that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise* [illegible] *that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further* [illegible] *that* [illegible] *Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on my manifest of such Cargo.*

SO HELP ME GOD.

COLLECTORS OFFICE, *this* [illegible] *day of* [illegible] 1807.

Before me [illegible] *Collector.*

1b Jan for 1819

Memorials

Geo Ann Lottery

Left Creek

for Expenses

by Stat 1st

35 38

2

Accounted

2,400

7,3,1920

[PRINTED BY JOHN BIOREN, NO. 88 CHESNUT STREET, FOR SAMUEL [illegible] BROKER, NO. 123, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Schooner Nancy Mary whereof Joseph Coulter is Master, which Cargo was taken on board at Cape Francois burthen 39 7/95 tons, built at Philad.a in the State of Pennsylvania and owned by Joseph Coulter Merchant at Philad.a as per Register granted at Philad.a the day of and bound for Philad.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residenc.	PORTS of DESTINATION.
IC	1	Thirty hogsheads of Coffee				
	1 to 2	Two Barrels do				
		Nine half bbls Segars	Joseph Coulter	John Coulter	Philad.a	Philad.a
		Six hundred oranges				
		Cabin Passengers				
		Abraham Johnson	no Passr			
		John Pattison	"			
					no information	
					Letters delivd post office	
		No Stores				

Joseph Coulter

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.*

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [redacted] [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the [illegible] voyage master, of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are now particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 16 day of [illegible] 1802

[illegible] Before me [illegible] Collector

[illegible]

22 December 1812
Attachment

228

Thos & Abigail
vs
John Williams

from Lyston & Ble of Attach

Registr vacated by a transfer
of property since date thereof

Entered in Registr
Book 76
177

Attest 15 1813 Clerk
Lyston & Hamilton
Copied & compared

[PRINTED BY JOHN FISHER, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 12[illegible], SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a* **Ship** *or* **Vessel** *of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Ship* Abaquit *whereof* John Williams *is Master, which Cargo was taken on board at* Lisbon *the* [illegible] *of* May *burthen* 176 [illegible] *tons, built at* Hanover *in the State of* Massachusetts *and owned by* Moore Wharton & Green *of* Philad.a *Merchants at* Philad.a *as per Register granted at* Philad.a *the* 1 *day of* Aug.t 1799 *and bound for* Philad.a

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
		Ninety tons Ballast				
		Ninety three Goat Skins	John Williams	John Williams	Philad.a	Philad.a
		Stores				
		One ullage of Cask containing about 14 Gallons				
		four Barrels Bread				
		Three Barrels Herrings				
		[illegible] Sponges				
		Jam.s Brown [illegible] Bedding				

Dec.r 21st 1802

John Williams

Sworn [illegible] 10. 1802

John Scott

John [illegible]

NOTE. *If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.*
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cargo stores, must also be inserted in the manifest.

District of Philadelphia

I John Williams do solemnly, sincerely and truly declare that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Ship Magoie at the time of her sailing from the Port of Lisbon [illegible] or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Ship since her departure from the said Port of Lisbon [illegible] ~~except such as are particularly specified and declared in the Manifest or document herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further declare that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Ship for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further declare that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise declare that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further declare that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on the manifest of such Cargo.

John Williams

SO HELP ME GOD.

COLLECTORS OFFICE, this 18 day of Dec 1809

[illegible] Collector

John Scott

Dec 22, 1802

[illegible] Box Silk Goods
[illegible] do — do Books
[illegible] — do Perfumery —
[illegible] small Package with address
[illegible] Boxes Merchandize

269

[illegible] Pass [illegible]

00269

[illegible] Casks Scythes 1
[illegible] two Boxes Glass
[illegible] Box Watchmakers Tools
[illegible] Chests Table clocks & Glasses
[illegible] Casks Shoes
[illegible] Box Lantern Glasses
[illegible] four Boxes linen
[illegible] Chests Glassware
[illegible] — do Merchandize

Printed for Wm. Young, No. 52 Strand, London.

FORM of a [illegible] and [illegible] for a **Ship** or **Vessel** of the UNITED STATES, from a FOREIGN PORT.

Report on [illegible] of the Cargo [illegible] on board of the Ship [illegible] whereof Jonas Warren — is Master, which Cargo was taken on board at Hamburgh — Burthen 200 Tons, built at Lewes of Pine — in the State of North Carolina — and owned by [illegible] Lyons — Merchant at — as her register granted at Edenton — the 22d July 1797 — and bound for Philadelphia —

MARKS.	Number inside.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Freight [illegible]

Printed by WILLIAM YOUNG, No. 52 South Second Street, Philad.a 1794

A FORM of the OATH or AFFIRMATION to be made by CAPTAINS of VESSELS from FOREIGN PORTS.

I Jonas Wasen d solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the district of Philadelphia, contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Brig Union at the time of her sailing from the Port of Hamburg or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Hamburg except such as are particularly specified and declared to the Officers of the Customs, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further Swear that the several Articles specified in the the said manifest, as the sea stores for the Cabin and Vessel, are truely such, and were bona fide put on board the said Brig for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall, hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, ——— and I do likewise ——— that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any manifest of such Cargo.

SO HELP ME GOD.

Sworn before me, this 22 day of November 1794 Jonas Wasen

Thos Leaf Jr. COLLECTOR.

C.

Passengers

John Pendleton	One Trunk	One Portmanteau	Mulcaster & Blankets				
Charles Weymouth	One do	do	do				
Jacob Hyden	One do	do	do		Captain Samuel	Cummy	1 Trunk and Bed
Moses Charles	One Box		do				1 Chest
Thomas Wagner	One Trunk &	One Bags	do				

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NAME OF VESSEL: SHIP GENERAL EATON

PORT OF EMBARKATION: TONNINGEN

DATE OF ARRIVAL: DECEMBER 26, 1802

NUMBER: 269A

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

PRINTED AND SOLD BY W. SIBLEY & HANNA

MANIFEST OF THE CARGO OF A VESSEL ARRIVING FROM A FOREIGN PORT.

Report *and* **Manifest** of the **Cargo** laden on board of the of , whereof
is Master, when Cargo was taken on board at , burthen Tons, built at
the State of *New-Hampshire* and owned by Merchants, at
as per Register, granted at *Boston & Charlestown* , the ; and bound for

[illegible]

[illegible]

[illegible]

I do Certify that the within Manifest was this day produced to me as the Original Manifest of the Cargo on board the Ship General Eaton of Portsmouth (NH) whereof John Boulter is Master from Jonnington

Off Cuddy Point Decr 26th 1807

Rob Sergeant

Return of Merchandise entered under my Inspection pursuant to permits for that purpose given on Board the Brig Australian Jill Master from Manila gross tonnage December 17th 1902

Date of Entry	Marks & Numbers	Packages	Contents	To Whom Consigned	Remarks
1902					

	[illegible]		[illegible]
	[illegible]		[illegible]
	[illegible]	[illegible]	[illegible]

TP 1 8

RB 1

TP 1

Port of Philadelphia

January 22 1893

William Kepp

[illegible] 1819

[illegible], [redacted]

[illegible] 271

[illegible]

[illegible]

[illegible]

[illegible]

Printed by JOHN BIOREN, No. 80, Chestnut Street, For SAMUEL EMERY
Ship Broker, No. 129, South Front Street Philadelphia.

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Ship Detroit — whereof Robert McKown is Master, which Cargo was taken on board at Lisbon burthen 25 tons, built at Philadelphia in the State of Pennsylvania and owned by Willing & Francis Merchants at Philadelphia as per Register granted at Philadelphia the day of and bound for Philadelphia

MARKS.	Numbers Inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
W S K		Thirty pipes Lisbon Wine				
W S K P		Sixteen Bale Corks				
W S K W		Five — Bills				
W S K		Fifty Bales Soft shelled Almonds.	Jno Bullitt & Co	Willing & Francis	Philadelphia	Philadelphia
K		Eight Boxes Lemons				
a		Four do Oranges				
		Three hundred & five moys Salt				
R A		Three Bales Almonds				
		One hundred Spanish figs	Robt McKown	Robt McKown	do	do
		One gallon Cask Rainbow Wine				
		Thirty Spanish figs	Constant Woodman	Constant Woodman	do	do
		One Spanish figs				
		One box Raisins	Henry Sharpe	Henry Sharpe & John T. Thompson	do	do
		Three basket Almonds				
Ship stores:		Two tierces Pork One butt Beef — seven barrels	Robt McKown	Robt McKown		Going in payment
Passenger		Smith Dagget One trunk with his baggage				

Note. If any Articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of Lisbon — or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of Lisbon ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector [illegible]

December 1802

Manifest,

272

Brig Lovely Lucy

Philip E Brewer

from Port Republican

Reg. Philad.

171 75

[PRINTED BY JOHN BIORREN, NO. 88 CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, NO. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and **Manifest** of the Cargo laden on board of the Brig Lovely Lucy whereof John C. Brewer is Master, which Cargo was taken on board at Port au Prince burthen 171 75/95 tons, built at Norfolk in the State of Virginia and owned by Lewis Clapier Merchant at Philad.a as per Register granted at Philadelphia the 3d day of September 1802 and bound for Philadelphia

MARKS.	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS OF DESTINATION.
I. C	1 to 73	Seventy three hogsheads Coffee				
	1 to 38	Thirty eight Tierces do.				
	1 to 76	Seventy Six Barrels do.	John Darrieux	Lewis Clapier	Philadelphia	Philad.a
	1	One Bag do.				
D'T	1 to 20	Twenty hogsheads do.				
	1 to 19	Nineteen Tierces do.				
	1 to 60	Sixty Barrels do.				
	1 to 56	Fifty Six Bags do.				
K	1 to 11	Eleven hogsheads do.	John Darrieux	S. Krumbhaar	Ditto	Ditto
	1	One tierce do.				
	1	One Barrel do.				
	1 to 46	Forty Six Bags do.	Darrieux	J. Dubarry & Co.	Ditto	Ditto
JNC	1 to 4	Four hogsheads do.	Darrieux	James J. Cox	Ditto	Ditto
JSC	1	One Box Silks	Vandermeulen & Fizel	Jones & Clark	Ditto	Ditto
RA	3.6.10.13	Four Boxes Silks	John C. Brewer	John C. Brewer & Clapier	Ditto	Ditto
BV	1 to 8	Eight Barrels Coffee	Darrieux	Lewis Clapier	Ditto	Ditto
		One Barrel Yams	Chas. Bior & Lefevre	Dewing & Lawrence	Ditto	Ditto
		Two Kegs & one Box Sweet meat & Jamaica Sirop				
		Two hundred Oranges				
		Two Boxes Sirop				
		Two trunks Wearing apparel	Ch.s Boreau	Darrieux	Ditto	Ditto
		One Basket oranges	Mr. Cottineau	L. Cottineau	Ditto	Ditto
		Passengers Baggages	Mr. Copeland	One trunk, bed & Bedding & a Writing Desk		
			Mr. Bouviard	One trunk, a Mattrass & Bedding, One Writing Desk & one bag Clothes		
		Ship Stores remaining	Darrieux	Two trunks & a Bag Clothes, Bed & Bedding & a Writing Desk		
		two Barrels Beef				
		Six Barrels Bread				

No impressment
letter letter not office
John C. Brewer

District of Philadelphia.

John C Brewer do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Lively Lucy at the time of her sailing from the Port of Portau Prince or which have been taken or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage — master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of Portau Prince [redacted], and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel; and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig Lively Lucy for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further Swear that if I shall, hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise Swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that [redacted] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that Certificate or endorsement has been delivered to me on manifest of such Cargo.

SO HELP ME GOD.

Collectors Office, this 27 day of December 1804

Before me John Giffen Collector

John C Brewer

Telfair
Ho

NAME OF VESSEL:	**BRIG ARISTIDES**
PORT OF EMBARKATION:	**BORDEAUX**
DATE OF ARRIVAL:	**DECEMBER 27, 1802**
NUMBER:	**272A**

[PRINTED BY JOHN BIOREN, No. 88, CHESNUT STREET, FOR SAMUEL EMERY, SHIP-BROKER, No. 129, SOUTH FRONT STREET, PHILADELPHIA.]

No. 1. *Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.*

Report *and* **Manifest** *of the Cargo laden on board of the Brig Constitution whereof Joseph K. Bill is Master, which Cargo was taken on board at Havana Juan burthen 150 10/95 tons, built at Philadelphia in the State of Pennsylvania and owned by P. H. Dugan & Merchant at Philad.a as per Register granted at Philad.a the 22nd day of June 1802 and bound for Philad.a*

MARKS.	Numbers inclosing.	PACKAGES AND CONTENTS.	[illegible]	[illegible]	[illegible]	[illegible]

Passengers

✓ White Matthews One Trunk & Baggage
✓ Charles Hammer One — do — do —
✓ John B. C. Trunk One — do — do — Contents Unknown
✓ Frederick Mary — One — do — (with Order)
✓ Phebe Warden Negro Woman — Trunk

James Barclay
Abraham W. Condon } American Seamen put on Board by the Vice Consul
John Darby — — } for the U. States at Thaume

Oct 24 1842

Philadelphia

Letters delivered post office

District of Philadelphia

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig [illegible] at the time of her sailing from the Port of [illegible] or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel; that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig since her departure from the said Port of [illegible] except such as are now particularly specified and declared in the Abstract or Account herewith, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin [illegible] Vessel, are truly such, and were bona fide put on board the said Brig [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares [illegible] Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Offices of the Customs has applied for an inspection of the [illegible]fest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on [illegible] manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this [illegible] day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

[illegible]

Cap.

[illegible]

4

[illegible] December 1862
[illegible]

CO273

Brig Sally
Capt Stanger
from Cape Town

Log & Chart
138 21/95

Proof
26-11-4
[illegible]

PRINTED BY JOHN ADAMS, NEWCASTLE, FOR H. MONTGOMERY,
D. SURVEYOR OF THE PORT OF NEWCASTLE.

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

port and Manifest of the Cargo laden on board of the Brig Betsy whereof James Stevenson is Master, which Cargo was taken on board at Cape Francois burthen 135 20/95 tons, built at Philadelphia in the State of Pennsylvania and owned by Robt Ralston Merchant at Philadelphia as per register granted at Philadelphia the Eleventh day of June 1798 and bound for Philadelphia

Marks.	Numbers Inclusive.	Packages and Contents.	By whom Shipped.	To whom consigned, or if to order	Places of Consignee's Residence.	Ports of Destination.
S.	1 a 3	Three Hogsheads Cont[d] Coffee Three Bags Ditto	William Dawson	James Stevenson	Philadelphia	Philad[a]
S.	1 a 9	Nine Bags Ditto	James Stevenson	James Stevenson	Do	Do
1B.	1 a 7	Seven Bags Ditto	James Stevenson	James Stevenson	Do	Do
"	1	One Barrel Ditto	Henry Bennet	Henry Bennet	Wilmington (D)	Do
		Six Boxes Spanish Segars	James Stevenson	James Stevenson	Philadelphia	Philad[a]
N.	461.670 730.755	Four Bales Muslins of the outward Cargo Sand Ballast	William Humphill	Robert Ralston Wm Humphreville	Ditto Do Wilmington	Ditto Do Wilmington

Ship Stores - 3 Bbls Beef
1½ Bbls Pork
1 Bbl Beef
Part of a Bbl Flour
Do of Fish
Do of a Bag Peas

Cabin Stores -
Part of a Bag Coffee
Do of a Hogshd Sugar
Do of a Case Liquor

One Gentleman Passenger with Baggage -
Daniel Ashton
Clement Wing
Boy Sheddon
Five Small packets containing cloth

No consignment
Ally delivered post office

Note. If any articles of the outward cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward. The names of all passengers, distinguishing whether cabin or steerage passengers, with the description and number of packages containing their baggage, or the tools, or implements of a mechanical trade, and the vessel and cabin stores, must also be inserted in the manifest.

Phila. 23 December 1802

James Stevenson

District of Philadelphia

I [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the [illegible] at the time of her sailing from the Port of [illegible] or which have been taken or taken on [illegible]d at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, [illegible]ed for the same by me, or with my knowledge: That I am at present, and have been [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said [illegible] since her departure from the said Port of [illegible] ~~except such as are not particularly specified and declared in the Abstract or Account hereunto~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 29th day of [illegible] 180[illegible]

[illegible] Before me [illegible] Collector

James Thomson

29 December 1819
Cleanfast

Bug Baby 0274
Harry White

from Hamburg
Pl. 3 Malai
230 85

PRINTED BY JOHN ADAMS, NEWCASTLE, FOR H. [illegible]
D. SURVEYOR OF THE PORT OF NEWCASTLE.

No. 1. Form of a Report and Manifest for a Ship or Vessel of the United States, from a Foreign Port.

Report and Manifest of the Cargo laden on board of the [illegible] *whereof* [illegible] *is Master, which Cargo was taken on board at* [illegible] *burthen* [illegible] *tons, built at* [illegible] *in the State of* [illegible] *and owned by* [illegible] *Merchant at* [illegible] *as per register granted at* [illegible] *the* [illegible] *and bound for* [illegible]

Marks.	Numbers Inclusive.	Packages and Contents.	By whom Shipped.	To whom consigned, or if to order	Places of Consignee's Residence.	Ports of Destination.

Henry Hill

Henry Hill

District of Philadelphia.

I Henry White do solemnly, sincerely and truly Swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Betsey at the time of her sailing from the Port of Hamburg or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge. That I am at present, and have been During the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig ~~except as are now~~ since her departure from the said Port of Hamburg ~~particularly specified and described in the Manifest delivered herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further Swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig ~~for the use of the Officers, Crew and Passengers thereof~~, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew: I further Swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further Swear that the Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that a Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 29 day of [illegible] 1802

Sworn Before me [illegible] Collector

Henry White

29 December 1861

Ellenfort, 5275

Reg: Mar: Surgy

Thomas Kelly

Jane Bordeaux

Ward Thomas

1864 31 95

Entered to Import of the Cargo laden on Board the Brig New Jersey whereof Thomas Kelly is Master which Cargo was taken on Board at Bordeaux, Burthen one hundred & eighty four 4/95 tons. Built at Glocester County in the State of New Jersey & owned by Montgomery & Newbold Merchts Philadea & Saml Thomas Kelly as Mr Regr the granted at the Port of Philadea the thirty first day of August One thousand Eight hundred & One

Marks	Numbers	Packages & the Contents	Shippers.	Consignees.	Destination.
		Hore two Barrels Beef, seven ~~Barrels~~ Bags Bread, ~~Hicky~~ pieces Sugar & about two Gallons Brandy about two gallons Brandy, Stores of Mr Louche, a passenger for his own acct Cabin passenger Mr Louche Amount Two Team	Jno Frank, W B King	To the Inspectors of Collr Delie for Office	Philadelphia Dec 29 1802 Wm Kelly

District of Philadelphia

I, [illegible] do solemnly, sincerely and truly [illegible] that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig [illegible] Jersey at the time of her sailing from the Port of Bordeaux or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described ~~as~~ in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the voyage [illegible] master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been laden, landed, taken out, or in any manner whatever removed from on board the said Brig [illegible] since her departure from the said Port of Bordeaux ~~except those as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further [illegible] that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig [illegible] for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further [illegible] that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise [illegible] that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further [illegible] that [illegible] Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that [illegible] Certificate or endorsement has been delivered to me on the manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 24 day of [illegible] 1807

Before me [illegible] Collector

[illegible]

29 December 1819

Examined

Brig Juliana

[redacted]

J. A. Lindenhagen

from St Petersburgh

Danish

Form of a Report and Manifest for a Foreign Ship or Vessel, from a Foreign Port.

REPORT AND MANIFEST of the Cargo laden on board the [illegible] whereof [illegible] Master, which Cargo was taken on board at [illegible]

tons built at

MARKS.	Numbers in full	PACKAGES AND CONTENTS		BY WHOM SHIPPED	[illegible]	[illegible]
N	No 102	One hundred [illegible]				
		[illegible]				
		[illegible]				
		[illegible]				
		[illegible]				
		[illegible]				
		[illegible]				
		[illegible]				

F. A. Rudowski

District of Philadelphia.

I [illegible], do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Juliana at the time of her sailing from the Port of St. Petersburgh or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of lading, signed for the same by me, or with my knowledge: That I am at present and have been [illegible] Master of the said Vessel; that no Package whatever, or any Goods, Wares or Merchandise have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig Juliana since her departure from the said Port of St. Petersburgh ~~except such as are now particularly specified and declared in the Report and Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had, that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the Sea-stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig Juliana for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that ~~no~~ Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that ——— Certificate or Endorsement has been delivered to me on ——— Manifest of such Cargo.

COLLECTOR'S OFFICE, this 29 day of December 1802
~~2000~~ Before me [illegible] COLLECTOR.

SO HELP ME GOD.

Fred. Ad. Rudowski

F. A. Rudenschöld.

District of Philadelphia.

I [illegible], do solemnly, sincerely and truly swear, that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Juliana at the time of her sailing from the Port of St. Petersburgh or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of lading, signed for the same by me, or with my knowledge: That I am at present and have been [illegible] Master of the said Vessel; that no Package whatever, or any Goods, Wares or Merchandise have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig Juliana since her departure from the said Port of St. Petersburgh ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had, that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the Sea-stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig Juliana for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that ——— Certificate or Endorsement has been delivered to me on ——— Manifest of such Cargo.

COLLECTOR'S OFFICE, this 29 day of December 1802

Sworn Before me [illegible] COLLECTOR.

SO HELP ME GOD.

Fred. Ad. Rudenschöld

F. A. Rudenschöld

District of Philadelphia.

I, [illegible], do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Brig Juliana at the time of her sailing from the Port of St. Petersburgh or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of lading, signed for the same by me, or with my knowledge: That I am at present and have been Master of the said Vessel; that no Package whatever, or any Goods, Wares or Merchandise have been unladen, landed, taken out, or in any manner whatever removed from on board the said Brig Juliana since her departure from the said Port of St. Petersburgh ~~except such as are now particularly specified and declared in the subjoined Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had, that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the Sea-stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Brig Juliana for the use of the Officers, Crew and Passengers thereof, and have none of them been brought on board for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said Officers and Crew; I further swear that I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the Manifest of the Cargo on board the said Vessel, and that ——— Certificate or Endorsement has been delivered to me on ——— Manifest of such Cargo.

COLLECTOR'S OFFICE, this 29 day of December 1802

Before me [illegible] COLLECTOR.

SO HELP ME GOD.

Fred. Ad. Rodenschöld

30 December 1862

Manifest,

3277

of the Ocean

Capt. Hoodman

from Port au Prince

Hay & Molasses

111 Qr.

March 19 1863 Cleared

Paul Hopkins & W Ruff

Printed for Wm Young, No 32 north Second Street, Philadelphia.

FORM of a REPORT and MANIFEST for a **Ship** or **Vessel** of the UNITED STATES, from a FOREIGN PORT.

Report and Manifest of the Cargo taken on board of the Schooner Ocean — whereof Joseph Woodman is Master, which Cargo was taken on board at Point Petre Guadaloupe, Burthen 88 92/95 Tons, built at Baltimore, in the State of Maryland, and owned by S. Allibone & Chandler Price Merchants at Philadelphia, as per register granted at Philadelphia the 22nd October 1802 and bound for Philadelphia.

MARKS.	Number inclusive.	PACKAGES and CONTENTS.	By whom shipped.	To whom consigned, or if to order.	Place of Consignee's residence.	Port of destination.
S O	1 @ 29	Twenty nine Hhds brown sugar	John Thaw	Thos Allibone & Chandler Price	Philad.a	Philad.a
O	1 @ 4	Four Bbls Coffee				
A	1 @ 4	Four Hhds sugar	Ditto	John Thaw	Ditto	Ditto
O	5 @ 16	Twelve Bbls Coffee				
	—	1 @ Parcell of Fruit				
C	1 @ 5	Five Bbls Coffee	Peter Coleman	Peter Coleman (Michael Cordeiro)	Ditto	Ditto
	2	Two Trunks Shoes & Boots American Manufacture returned				
		@ Parcell of Fruit	Joseph Woodman	Joseph Woodman	Ditto	Ditto

Note. If any articles of the outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.

The names of all Passengers, distinguishing whether Cabin or Steerage Passengers, with the description and number of Packages containing their Baggage, or the Tools, or Implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in a Manifest.

No. 5. *Form of the Oath or Affirmation to be made by Captains of Vessels from* FOREIGN PORTS.

I Joseph Woodman do solemnly, sincerely and truly swear that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia contains to the best of my knowledge and belief, a just and true Account, of all the Goods, Wares and Merchandize, including Packages of every kind and nature whatsoever, which were on board the Schooner Ocean at the time of her sailing from the Port of Point Petre or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been master of the said Vessel, that no Packages whatever, or any Goods, Wares or Merchandize, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Point Petre ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~, and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said Manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona-fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought, and are not intended, by way of Merchandize, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall, hereafter discover or know of any other greater quantity of Goods, Wares and Merchandize of any nature or kind whatsoever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and Manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an Inspection of the Manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any Manifest of such Cargo.

So HELP ME GOD.

Sworn to before me, this Thirtieth day of December 1802 — Joseph Woodman

Jonathan Bayard Collector.

Th Allibone
Ag

30 December 1882

Steamship, 270

Sch Success

Wm Roff

from Jamaica,

30 82/95

Bulk

[PRINTED BY JOHN BIORREN, No. 85 CHESNUT STREET, FOR SAMUEL EMBREE, SHIP-BROKER, No. 129, SOUTH FRONT STREET, PHILADELPHIA.

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No. 2. Form of a Report and Manifest for a Foreign Ship or Vessel from a Foreign Port.

Report and **Manifest** of the Cargo laden on board the Schooner Success whereof William Ross is Master, burthen 97 68/95 tons, built at Grand Manan bound to Philadelphia, which Cargo was taken on board at Jamaica

MARKS	Numbers inclusive.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	To whom Consigned, or if to Order.	Place of Consignee's Residence.	PORTS of DESTINATION.
IN		Eleven Hhds Sugar				
"		Seven Tierces do				
"		Twenty nine half do	Campbell & Hanna	E & W S. Shaw	Philad.a	Philad.a
"		Five Barrels Coffee				
SD		Eleven Hhds Sugar				
"		Ten Tierces do				
A		Thirty do do				
B		Nine do do		Savage & Bryan		
C		Three do do				
B		Six Barrels do				
ADJ		Eighteen Hhds Sugar		E & Wm S. Shaw		
		Three Barrels Oranges	William Ross	Wm Ross		
		Three Cow Barrels Beef	Cabin Passenger			
		Fifteen Barrels Vinegar				
		Wine & Coffee	John Nesbit Cow Chas V Boring		Lee 30. 1802	Letter dated Port Royal
		Two Bbls Bread			William Ross	

NOTE: If any articles of the Outward Cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.
The names of all passengers, distinguishing whether Cabin or Steerage passengers, with the description and number of Packages containing their baggage, or the tools, or implements of a mechanical trade, and the Vessel and Cabin Stores, must also be inserted in the manifest.

District of Philadelphia.

William Rose do solemnly, sincerely and truly swear that the report and manifest subscribed with my name, and now delivered by me to the Collector of the District of Philadelphia, contains to the best of my knowledge and belief, a just and true account, of all the Goods, Wares and Merchandise, including Packages of every kind and nature whatsoever, which were on board the Schooner Sweet at the time of her sailing from the Port of Jamaica or which have been laden or taken on board at any time since, and that the Packages of the said Goods are as particularly described as in the bills of Lading, signed for the same by me, or with my knowledge: That I am at present, and have been during the Voyage master of the said Vessel, that no Package whatever, or any Goods, Wares or Merchandise, have been unladen, landed, taken out, or in any manner whatever removed from on board the said Schooner since her departure from the said Port of Jamaica ~~except such as are now particularly specified and declared in the Abstract or Account herewith~~ and that the Clearance and other Papers, now delivered by me to the Collector, are all that I now have, or have had that any way relate to the Cargo of the said Vessel: and I do further swear that the several Articles specified in the said manifest, as the sea stores for the Cabin and Vessel, are truly such, and were bona fide put on board the said Schooner for the use of the Officers, Crew and Passengers thereof, and have none of them been brought and are not intended, by way of Merchandise, or for sale or for any other purpose than above mentioned, and are intended to remain on board for the Consumption of the said Officers and Crew; I further swear that if I shall hereafter discover or know of any other or greater quantity of Goods, Wares and Merchandise of any nature or kind whatsoever, than are contained in the Report and manifest subscribed and now delivered by me, I will immediately and without delay, make due report thereof, to the Collector of the Port or District of Philadelphia, and I do likewise swear that all matters whatsoever in the said Report and manifest expressed, are to the best of my knowledge and belief just and true. I further swear that no Officer of the Customs has applied for an inspection of the manifest of the Cargo on board the said Vessel, and that no Certificate or endorsement has been delivered to me on any manifest of such Cargo.

SO HELP ME GOD.

COLLECTORS OFFICE, this 30th day of Dec 1807 William Rose

Sworn Before me [illegible] Collector

MICROCOPY

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ROLL

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